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REPLANNING READING

AN INDUSTRIAL CITY
OF A HUNDRED THOUSAND

BY

JOHN NOLEN

CAMBRIDGE

MASS.

Letter - Plans, U. S. Pa. Reading.

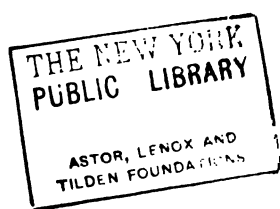
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TULPEHOCKEN CREEK, READING. ONE OF THE UNSPOILED NATURAL FEATURES THAT CAN STILL BE EASILY SECURED AND INCLUDED IN THE PARKWAY PLAN OF THE FUTURE CITY.

REPLANNING READING

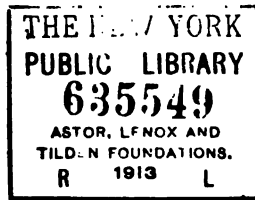
AN INDUSTRIAL CITY
of a HUNDRED THOUSAND

BY

JOHN NOLEN



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Prefatory Note

This report, undertaken at the invitation of the Civic Association of Reading, is the result of a study of some of the problems connected with the growth of the city. It is illustrated with photographs, and some of its more important recommendations are enforced by simple plans and sketches. The purpose of these drawings, however, should not be misunderstood. While their practicability in general has been tested, they are not offered as final plans that can be executed without additional study; nor is it expected that all of the recommendations will be carried out at one time. Some demand early action: others can wait. But the economy to be secured by the early acquisition of land for playgrounds, parks, etc., should not be lost sight of, and it should be remembered that the purchase of land is an investment that justifies the issue of bonds. The recommendations taken together form a general programme of city making which is respectfully submitted for the consideration of the people and their representatives in the City Government. The execution of the plans will depend naturally upon a number of local factors and upon the availability of the funds.

My thanks are due to Mr. John H. Keppelman, Mr. H. J. Potts, and the other officers of the Civic Association, to the members of the Executive Committee, especially its Chairman, Mr. J. H. Sternbergh, and to the citizens of Reading who co-operated in the preparation of the report. Acknowledgment should also be made to Mr. T. W. Sears for assistance with the best of the photographic illustrations.

In conclusion, I wish to congratulate the people of Reading on this attempt to forecast the future requirements of the city and to provide for those requirements by a consistent plan of action. City planning does not mean extravagant expenditure. On the contrary: it means a saving of the great waste due to hap-hazard and short-sighted procedure and ill-considered plans.

JOHN NOLEN.

CAMBRIDGE, MASS., October, 1909.

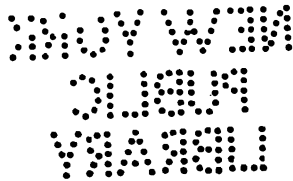
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**REPLANNING
THE CITY OF READING**

The Indispensableness of City Planning

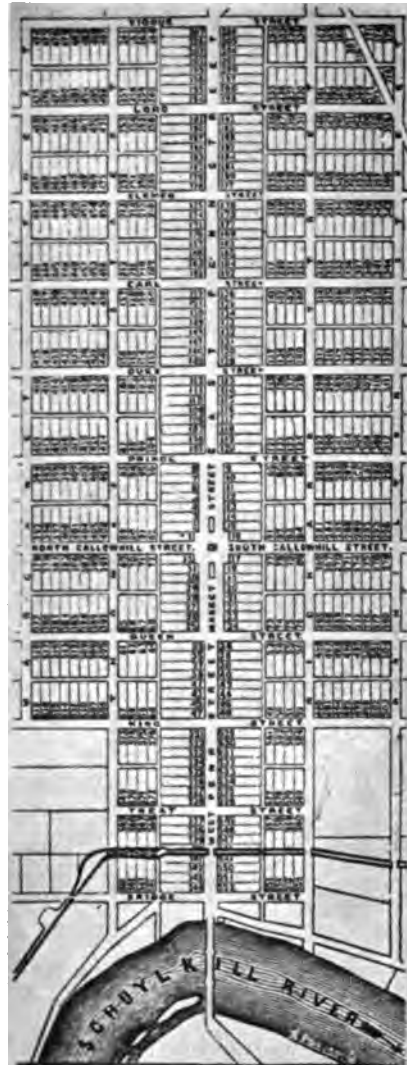
Good planning for cities and closely built towns and villages is not primarily a matter of æsthetics, but of economics. The main object is to prevent or remedy the physical and moral evils and losses which accompany congestion of population. To effect this object it is necessary to prevent the corruption of the air the people breathe night and day, of the water they drink, and of the foods they eat; and to this end well-ventilated dwellings, shops, and factories, a pure and abundant water supply and a safe sewage disposal, and rapid transportation and prompt delivery for foods are all indispensable. There must also be provided rapid transportation for passengers and all sorts of goods into and out of the city, else the population will not be spread over a sufficient area, and the industries which support the people will not be carried on advantageously.

The laying out of most American cities has been casual and thoughtless of future needs. The common rectangular lay-out, without any well-considered diagonals, causes a great daily waste of human and animal labor and of fuel; while high buildings, narrow streets, and lack of open spaces make it impossible to keep the cities well aired and well sunned. To improve or reform the lay-out of most American cities is, therefore, a great public need, not only for beauty's sake, but for the sake of the health, efficiency, and happiness of their people.

CHARLES W. ELIOT,
President Emeritus of Harvard University.

I. Some Controlling Conditions

The city of Reading, Penn., is old, having celebrated in 1898 its sesqui-centennial. It did not, however, grow casually without direction, like so many old towns, but was definitely planned in the beginning, and its present plan is merely a mechanical extension of the original. The first "Town Plan" of Reading was made in 1748 by Nicholas Scull, the surveyor-general of Thomas and Richard Penn, who were the sons of William Penn. That plan (which is reproduced in this report) has a striking similarity to William Penn's plan for Philadelphia. It provided for two main streets of extra width at right angles to each other, a central square, and a location of some distinction for the Court House, the only public building at the time, and for the markets. The unyielding and ugly rectangular system of streets which is so characteristic of Philadelphia was reproduced at Reading, notwithstanding the fact that, while the site of Philadelphia is comparatively flat, that of Reading is hilly with surroundings that warrant the term mountainous. But the admirable feature of open green squares at regular intervals which Penn provided for Philadelphia is altogether lacking in the plan for Reading. Indeed, town planning as practised by William Penn and his sons was not of a high order of merit. It took no account of natural features, of topography,



TOWN PLAN-1742.

THE ORIGINAL PLAN OF READING AS
LAID OUT BY THOMAS AND RICHARD
PENN, SONS OF WILLIAM PENN.

SOME CONTROLLING CONDITIONS

of grades. It provided no diagonal streets, nor did it manifest any of the foresight shown by the Washington-L'Enfant plans for the National Capital, which covered sixteen miles in area and provided for a population of 800,000 at a time when Washington had less than 5,000 and the United States only 5,600,000. To-day Washington has a population of nearly 300,000.

The original plan for a town in this country is important, not only because the part first laid out and settled is apt to remain the centre of the larger city, but also because so far we have shown so little capacity to break away from the method of planning streets and blocks which is first inaugurated, whatever that method may happen to be. There is a great difference in the United States between the street plans for one city and another, but much less difference between the method of street arrangement of the same city as applied a century apart. There seems to be a sort of fatalism in American cities which compels them to follow mechanically a system once inaugurated.

It is not necessary in this report to review the history of Reading, except as it throws light on our problem of planning intelligently and providing adequately for the years to come. The city of the future will be definitely related at many points to the past and the present, and a practical and successful plan, while providing for definite reforms, will take account of past experiences and of those physical, social, and economic conditions which should regulate and control sound city development.



GENERAL VIEW OF READING, LOOKING TOWARD MT. PENN AND MT. NEVERSINK.

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PANORAMA FROM MT.



1, OVERLOOKING THE CITY.

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SOME CONTROLLING CONDITIONS

Reading is but fifty-eight miles north of Philadelphia, and less than that east of Harrisburg. The city stretches from the Schuylkill River, which forms its western boundary, to the slopes of Mount Penn, which rise abruptly to a height of 1,140 feet. On the south Neversink Mountain forms a natural boundary, while to the north a lovely country, almost without limit, offers itself for city settlement. Moreover, the Lebanon, or Tulpehocken Valley to the westward, across the Schuylkill River, has advantages for suburban residences which have already been discovered. This territory, then, forming a circle about three miles in each direction from Penn Square, is the natural site of the rapidly expanding city. Beyond this circle there is a more rolling country of farms and woodland, well watered by rivers and creeks and surrounded by impressive hills and mountains. These are the main features of the physical environment.

The city itself, as has been said already, has a monotonous gridiron street plan, relieved in the outlying parts, however, by diagonal country roads which it will be the part of wisdom to preserve and widen before it is too late. Considering modern demands, the streets are narrow, rarely exceeding sixty feet, and often falling to fifty or even forty. A system of ten-foot alleys, of doubtful value, covers the entire city. The buildings, both stores and houses, are built without set-back, almost invariably in solid blocks and usually of brick. Railroads, residence sections, retail business, and manufacturing establishments are almost hopelessly

REPLANNING THE CITY OF READING

mixed up with one another, to the disadvantage of all. There is no homogeneity of neighborhoods, no protection of any class, nothing corresponding with the "zone system" of Germany, or even the unofficial separation which has accidentally fixed itself upon many of our American cities.



THE RAILROAD APPROACH TO HANNOVER, GERMANY. CONTRAST
WITH EITHER THE PHILADELPHIA & READING OR
PENNSYLVANIA APPROACHES IN READING.

So much, in brief, for the principal physical conditions. The social conditions are likewise important. At present the city has a population of very nearly a hundred thousand. Including the suburbs not yet incorporated, it exceeds a hundred thousand. When Reading became a city in 1847, it had but twelve thousand. In the decade from 1840-50 the

SOME CONTROLLING CONDITIONS

population increased 87 per cent., and in the first fifty years of its municipal history the increase was 500 per cent. At the same rate, what would the population be in 1948, the two hundredth anniversary of the founding, and what is being done to provide for it? A large percentage of this population is now, and always has been, German or of German descent,—industrious, frugal, home-loving, and devoted to the best interests of the community.

But the economic factors rather than the physical and social ones will probably continue in the future, as in the past, to control the development of Reading. It is, above all, an *industrial* city, and happily situated for industrial supremacy, with proximity to the coal regions of Pennsylvania and unsurpassed facilities for transportation. It depends upon no one industry. Furnaces, crane and hoist works, art metal goods, iron and steel mills, foundry and machine shops, automobile, motor cycle, structural iron, wrought-iron pipe and wagon works, steel frames for automobiles, planing mills, children's shoes, gloves, dye works, hat factories, woollen, cotton, silk, and paper mills, breweries, tanneries, hardware manufactories, hosiery mills, and the great shops and yards of the Philadelphia & Reading Railway,—these and many others constitute a reliable base for permanent industrial prosperity. The tube works, next to the United States Steel Corporation, are the largest in the country, comprising eight mills capable of producing 125,000 tons of tubular goods annually. The twenty-three hosiery mills turn



THE RAILROAD STATION, SAO PAULO, BRAZIL. AN EXAMPLE FOR A RAILROAD CENTRE LIKE READING.

SOME CONTROLLING CONDITIONS

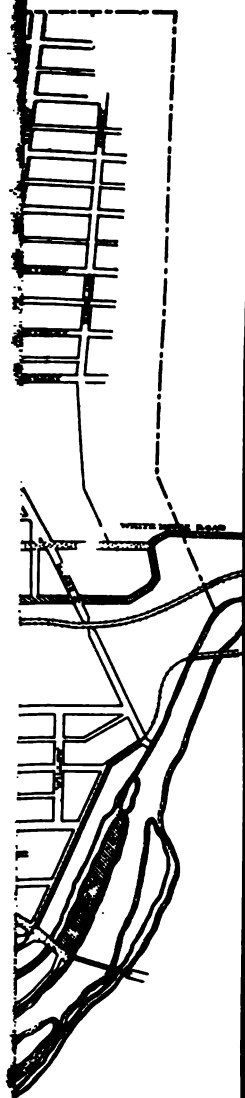
out 44,000,000 pairs of stockings per year; the tobacco factories, numbering over a hundred have an annual output exceeding 120,000,000 cigars; over 8,000,000 pounds of candy are manufactured here annually; and the shops and transportation department of the Philadelphia & Reading Railway Company employ over 4,200 men, representing fifty different occupations and a yearly distribution of wages exceeding three million dollars.

These are some of the general considerations—physical, social, and economic—that the city planner, the Local Committee of the Civic Association, and the main body of the people of Reading must constantly bear in mind. They constitute the fundamental factors. They are influences of far-reaching importance. They affect all plans and proposals that may be presented for the convenience, health, and refreshment of the population.

II. The City Plan

The main features of the City Plan—Penn Square, Public Buildings, Boulevards, Playgrounds, Parks, Housing—will be presented definitely and in some detail in the subsequent chapters. It is my purpose here to refer merely to some general features of Reading's city plan, and to touch upon a few incidental matters that do not properly belong to any one of the main subjects mentioned above.

More thought should be given to the location, width, and treatment of streets, and to the size of blocks, which, of course, would be determined by the location of the streets. Each street has a purpose or a number of purposes to serve, and it should be laid out with as strict a regard as possible to those purposes. It will not be feasible in all cases to foresee accurately the future uses of all streets, but careful study and a regard for public interests will be the means of avoiding at least some of the more serious mistakes. Innumerable illustrations of wrong methods of street arrangement can be found in Reading, and their lessons should not be lost. But, in the opinion of the most progressive business men of the city, it is not advisable to try to change or widen streets in the densely built up section, and in this opinion I reluctantly concur. It is advisable, however, to make the best possible adjustment of



PLAN FOR REMAKING
THE CITY OF READING
PENNSYLVANIA

0 250 500 750 1000 1250 1500 1750 2000
Scale 800 Feet=1 in.

PREPARED FOR READING CIVIC ASSOCIATION BY
JOHN NOLAN LANDSCAPE ARCHITECT
CAMBRIDGE MASS
1909

REPLANNING THE CITY OF READING

Why, then, should Reading consent to continue this unquestionable nuisance? Other obstructions on important business streets, Penn Street and Fifth Street especially, should likewise be removed. On these streets and a few others the foot-ways have long been inadequate for the demands made upon them, and yet steps and railings and areas occupy,



AN ILLUSTRATION OF A THOROUGHFARE 175 FEET
WIDE. A MODEL FOR SCHUYLKILL AVENUE AND
OTHER IMPORTANT DIAGONALS RUNNING
OUT OF READING.

in some cases, from one-fourth to one-third of the sidewalks.

It is not easy to advise against the planting of street trees, harder still to advocate the removal of established ones. And yet in Reading the sidewalks are so narrow and the space between the curb and the buildings so small that street trees are in many cases objectionable. Of course there are some

THE CITY PLAN

exceptions to this statement, especially in the newer sections where some buildings have a small setback. I believe it would be advantageous in the residence streets, where there is little or no through travel to provide for, to narrow both the roadway and the sidewalk, and thus secure a planting strip



A STREET WITHOUT OVERHEAD WIRES
AND WITH WELL-DESIGNED
STREET FIXTURES.

of from six to eight feet in width on one or both sides of the street, and at a sufficient distance from the dwellings to permit of attractive tree growth.*

Next to poles and wires, the greatest nuisance in Reading is smoke, and reasonable methods of abating it should be carefully considered by the Civic

* See Plan p. 16.

REPLANNING THE CITY OF READING

Association and the City Council. No one questions the bad effects of smoke. It ruins some of our most valuable possessions, both indoors and out, and is a serious menace to health. Dr. John W. Wainwright, in an article on bituminous coal smoke in a recent number of the *Medical Record*, says: "Without doubt the existence of a smoky atmosphere has



A CURVED STREET FOLLOWING THE CONTOURS—THE
KIND CALLED FOR BY THE TOPOGRAPHY
OF READING.

a direct influence in increasing mortality. This statement is well worthy of consideration, and should claim the immediate attention of our public health officials. One effect of a smoky atmosphere, even worse than breathing it, is found in its indirect effect in causing people to keep their windows closed, and so breathe a more vitiated atmosphere within, for it has been recognized for some time that

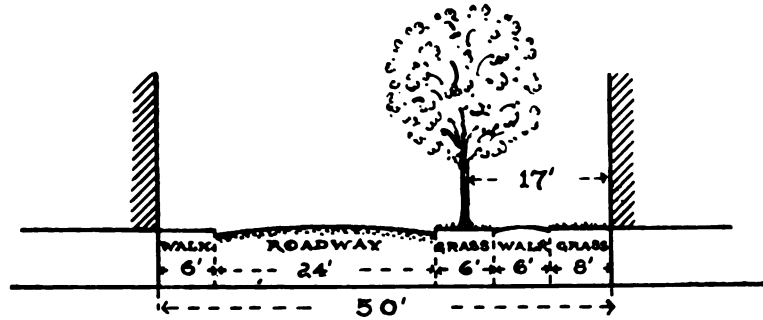
THE CITY PLAN

one of the conditions most favorable to consumption is to be found in defective ventilation, the breathing over and over the same foul air. Another effect not to be lost sight of is that the presence of soot in the atmosphere shuts off and obscures sunlight, which is so important to a healthy life. The eyes are subjected to a continuous overstrain, bringing on headaches and a whole train of nervous diseases."

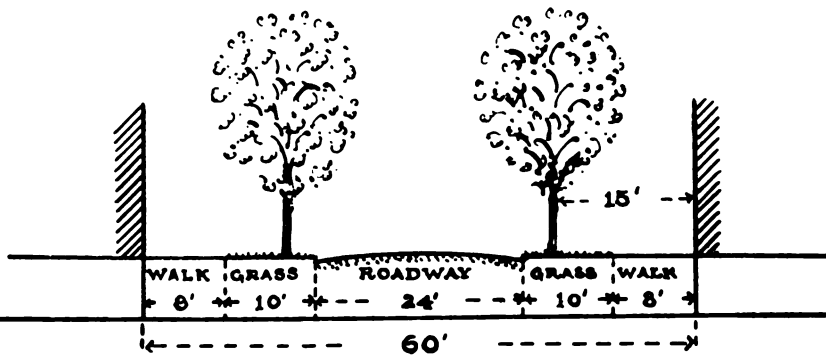


AN ILLUSTRATION OF A STREET CUT IN READING,
MADE NECESSARY BY THE RECTANGULAR
STREET SYSTEM.

Much of the smoke in Reading, as elsewhere, is quite unnecessary, and means, moreover, a waste of coal. The remedy in the great majority of cases is better firing. Beyond doubt it has been demonstrated that more intelligent methods of stoking will save one-fifth the cost of coal and reduce the smoke one-third or more. Smoke abatement is no mere theory. European countries, especially Germany, can teach us much in this, as in other matters.



50FOOT STREET



60FOOT STREET

PROPOSED REARRANGEMENT OF SOME OF THE 50 AND 60 FOOT RESIDENCE STREETS OF READING. THE SPACE FOR TREES IS SECURED BY NARROWING THE ROADWAY WHICH IN MANY CASES HAS A GREATER WIDTH THAN NECESSARY.

THE CITY PLAN

The great city of Berlin, a veritable hive of industry, is clean, well-kept, and practically free from any serious plague of smoke.

Many American cities have adopted ordinances which permit the discharge of dense smoke only for a specified period, others declare it a nuisance, while still others prohibit the emission of any dense smoke whatever. Among the cities which have undertaken to regulate and control the smoke nuisance may be mentioned Detroit, Washington, D.C., St. Louis, Chicago, Buffalo, Cleveland, Cincinnati, Minneapolis, New York, Baltimore, Milwaukee, Springfield, Mass., Dayton, and Philadelphia. The pith of the ordinances which they have adopted is given in the appendix of this report.*

Are there not good and sufficient reasons why smoke regulation should be applied to Reading? Its proximity to the anthracite coal regions would justify the city in stringently restricting the use of bituminous coal, and the fact that many industrial establishments are located in or near to important retail business and residence sections makes firm regulation more necessary than usual.

The territory included at present within the limits of Reading is altogether inadequate for the future city. Indeed, much of the real population of the city is already settled beyond the legal limits, and no far-reaching scheme of improvements—

* The International Association for the Prevention of Smoke, which has furnished me with much information as to smoke abatement, is prepared to give any city the benefit of its experience and advice. The secretary is R. C. Harris, Toronto, Canada.

REPLANNING THE CITY OF READING

roads, car-service, bridges, parks, housing, etc.—is practicable without a unification of the area comprising the actual city. Therefore, the annexation of such suburban settlements as Brookside, Oakland, Millmont, Hyde Park, Mt. Penn, and West Reading, is inevitable. In 1748 the town plan



A VIEW OF THE SCHUYLKILL RIVER, READING, SHOWING THE
SMOKE NUISANCE.

included 600 acres. In 1869, when the population was still small, it was extended to its present boundaries, covering 3,965 acres, and there it remains to-day, an area but one-third that of Hartford, Conn., for example, which has less population. The ordinary advantages of forming this population into one corporate body, with common

THE CITY PLAN

interests, opportunities, and responsibilities, would be sufficient, it seems to me, to justify prompt action. But, in addition to the ordinary advantages, the city, by acting now, would secure the incalculable benefits of a better form of local government, for a population of a hundred thousand or over would entitle Reading, in accordance with Pennsylvania law, to rank as a city of the second class.



INTERSECTION OF FIFTH AND PENN STREETS, READING, AS PROPOSED.

III. Penn Square and the City Centre

Penn Square is Reading's most open opportunity. It stands to-day a bare, unfurnished, unattractive open space, blazing hot in summer, bleak and cold in winter. With but small expenditure and without interfering in any way with the needs of business (on the contrary, contributing to the promotion of business), it might easily be made one of the most convenient and beautiful city business centres among municipalities of Reading's class.

Penn Street is admirably located. It begins at the Schuylkill River, at the Pennsylvania Railroad Station, and runs directly east to Penn's Common at the foot of Mt. Penn,—a distance of a little over a mile. From the Schuylkill River to Fourth Street and from Sixth Street to Penn's Common, it has a width of only 80 feet; but for the two long blocks from Fourth to Sixth Street it has a width of 160 feet, and at the intersection with Fifth Street, the main north and south artery of the city, the buildings are set back so as to form a fine public square 200 feet by 220 feet. Here, then, is an open space nearly 1,200 feet in length, with a minimum width of 160 feet and a maximum width of 220 feet, located at the very heart of the city and the natural centre for retail business, hotels, clubs, and theatres.

What is the appearance of Penn Square to-day? Is it an attractive place? Far from it. It is merely

REPLANNING THE CITY OF READING

a lost opportunity, or rather an unutilized opportunity, for it is still possible to reclaim it. To-day Penn Square is as bare and unattractive and ill arranged as any open city square that I have ever seen. It offers much less convenience than it might, little comfort, and no beauty. The opinion, honestly held, that business needs all of this paved street for traffic, indicates an exaggerated notion of the traffic of Reading now or in the future, and an ignorance of how traffic is best provided for. Penn Square has a wider street pavement than any street in New York, Philadelphia, or Boston, wider even than Unter den Linden, Berlin, or the Ringstrasse, Vienna, and would provide space at present for eighteen or twenty vehicles to drive abreast. This Square now offers no comfort—except good paving. The shelter of trees, nowhere else possible in the business section of Reading, is here altogether lacking. There is no plash of fountain, no public comfort station, no trolley waiting-room, (although all or nearly all the cars cross the Square), no seat for a tired pedestrian. Nor is there the faintest suggestion of beauty. The Square has no ornament or attractive street fixture. On the contrary, it is littered from one end to the other with poles and wires that seem sufficient in number and size to provide for the needs of a city with a population of a million. The individual buildings that line the two long sides of the Square or front upon its ends are, with few exceptions, commonplace, and together they form an architectural hodge-podge without harmony or merit.

PENN SQUARE AND THE CITY CENTRE

And yet, let us remember, the *space* is still in Penn Square, and it is still possible to utilize it so that it will meet more conveniently than ever the needs of business, so that it will be the most comfortable place in the city to shop or loiter in, and so



INTERSECTION OF FIFTH AND PENN STREETS, READING, AS IT IS.

that its beauty will win the pride of citizens and the admiration of strangers.

As an illustration of the changes that I would recommend in Penn Square, I submit herewith a plan and two perspective sketches, one giving a general view of the proposed treatment, and the other a suggestion of the appearance of the Square at the intersection of Fifth and Penn Streets. This



PENN SQUARE, READING, AS IT IS TO-DAY—"A BARE, UNFURNISHED, UNATTRACTIVE OPEN SPACE, BLAZING .."



PENN SQUARE, READING, AS PROPOSED—FROM SAME POINT OF VIEW.

REPLANNING THE CITY OF READING

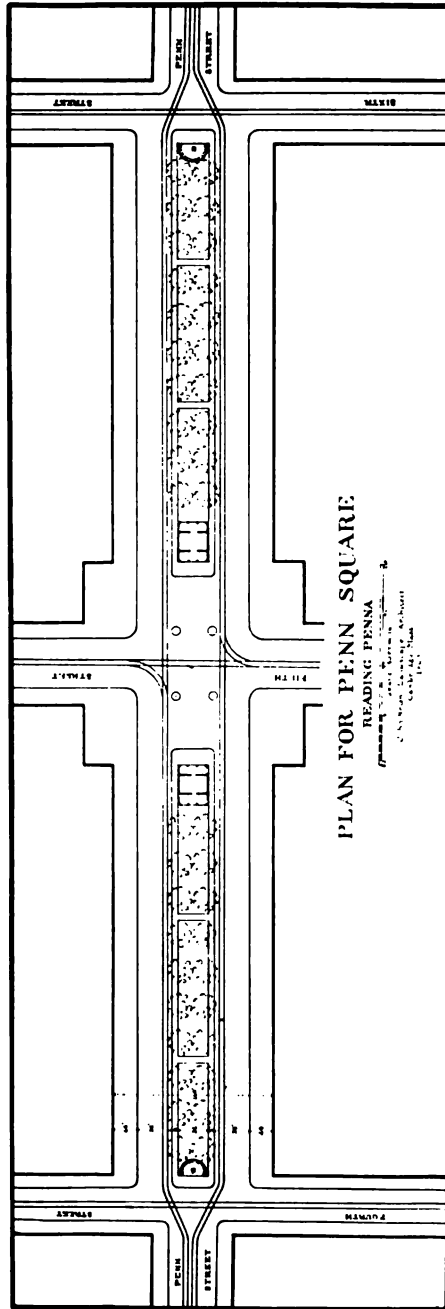
plan provides for two 24-foot sidewalks, two 35-foot driveways, and a central Mall 42 feet wide. The central Mall would have an area 32 feet wide planted with trees, grass, and flowers, and two 5-foot sidewalks, thus adding what is most needed,—more room for pedestrians. It would, moreover, include suitable sites for public comfort stations,*



THE UTILITY OF AGREEABLE OPEN SPACES IN THE
BUSINESS SECTION OF A CITY. READING
NEEDS SOME.

monuments, fountains, shelters, and seats. The central open square (200 feet by 220 feet) would not be encroached upon at all,—except perhaps with appropriate lighting fixtures and tiny isles of safety. An examination of the plan and sketches included in this report, or a study of the Square itself, will make these recommendations more definite.

* Public comfort stations should also be located in other sections of the city.



REPLANNING THE CITY OF READING

The expense of executing this plan, or one somewhat similar to it, would not be great. The city could well afford it because the return would be so large. But the property owners abutting on the Square would profit most, and might therefore be willing to contribute toward the improvements. It would pay them to help establish Penn Square as the permanent centre of the city, for there are natural forces quietly at work which will tend to shift the centre further north. In my opinion, a failure to make Penn Square more convenient and attractive will aid those forces, and contribute toward a city centre further out Fifth Street. From several points of view this result would be unfortunate, and yet under certain circumstances it would become desirable and almost inevitable.

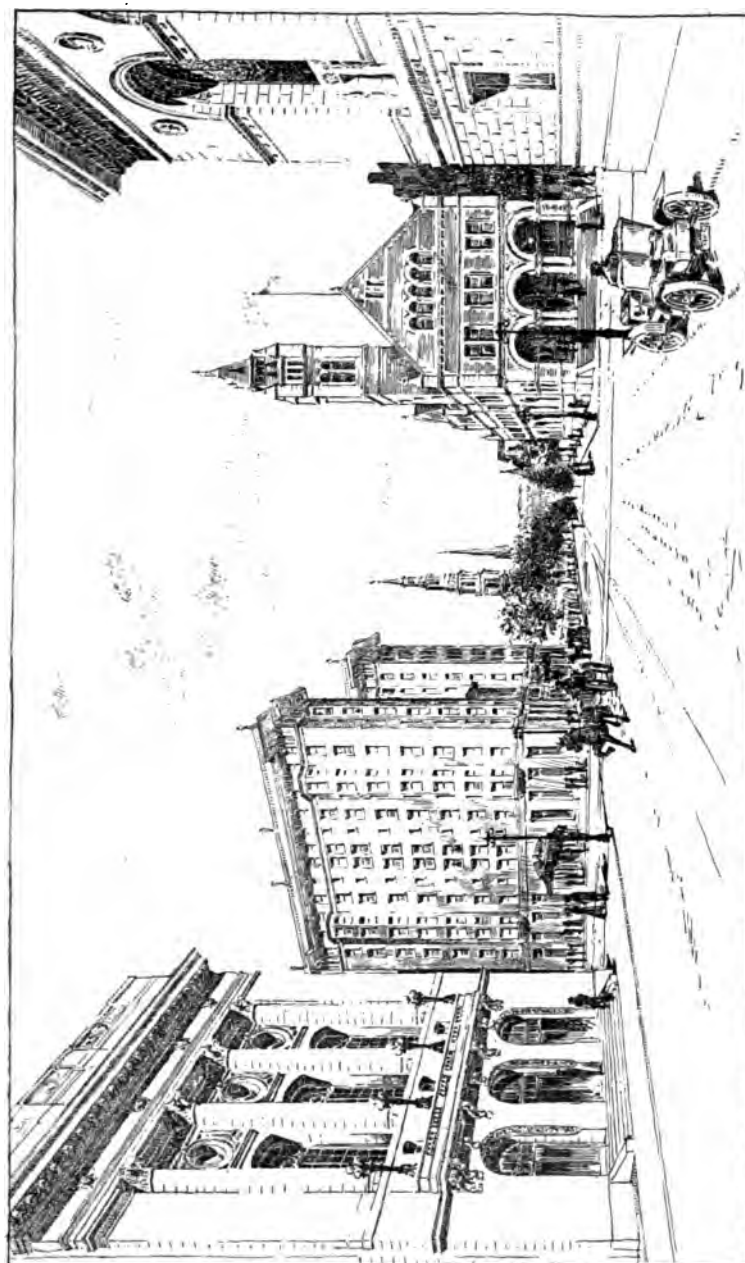
IV. Location of Public and Semi-public Buildings

The original public building in Reading stood in the centre of Penn Square, directly at the intersection of Penn and Fifth Streets, then called Market and Callowhill Streets. It was the most central situation, and therefore the most convenient, and it was architecturally the finest possible location for a public building. On all sides it was open, with ample provision for light and air, and from every direction it could be seen to advantage. For nearly a hundred years (until 1841, I believe) this building served also as a City Hall. What a contrast the action of these early settlers offers to those who came later! No subsequent public or semi-public building has a situation that is really central; *i.e.*, on Penn Square. No subsequent building has a site which is adequate, which provides light and air. No subsequent building has the marks of appropriate beauty in the structure itself nor in its setting. Civic buildings erected in Reading in more recent periods have been crowded on to minor streets and occupy relatively small lots. Commercial buildings have taken possession of one after another of the really advantageous situations, until at the present time no one thinks of a Penn Square site as a possible one for a public purpose.

The idea of *grouping* public buildings appears



FIFTH AND WASHINGTON STREETS TO-DAY—THE PROPOSED SITE FOR THE CIVIC CENTRE OF READING.



SUGGESTION • FOR • GROUPING • OF • PUBLIC • BUILDINGS • AT • READING • PA • John Nelson • Landscape Architect • Cambridge • Mass • • • • 1909

REPLANNING THE CITY OF READING

never to have been seriously considered in Reading. As a result, the Court House, the City Hall, the Post-office, and other public or semi-public edifices, are scattered about in different blocks. This is a mistake, for it is a gain in convenience to both the general public and officials to have such buildings brought together, and it is likewise a gain in the



THE CITY HALL, READING. IS IT A WORTHY EXPRESSION OF THE CIVIC LIFE OF A CITY OF A HUNDRED THOUSAND PEOPLE?

attempt to secure impressive and appropriate architectural effects. But Reading's opportunity is not yet closed. With the exception of the Post-office, it has no permanent public building, none adequate for the present demands upon it. The Court House is small and cramped, and must sooner or later be replaced. The City Hall, a three-story brick building, constructed in 1870 at a cost of but \$26,000, is

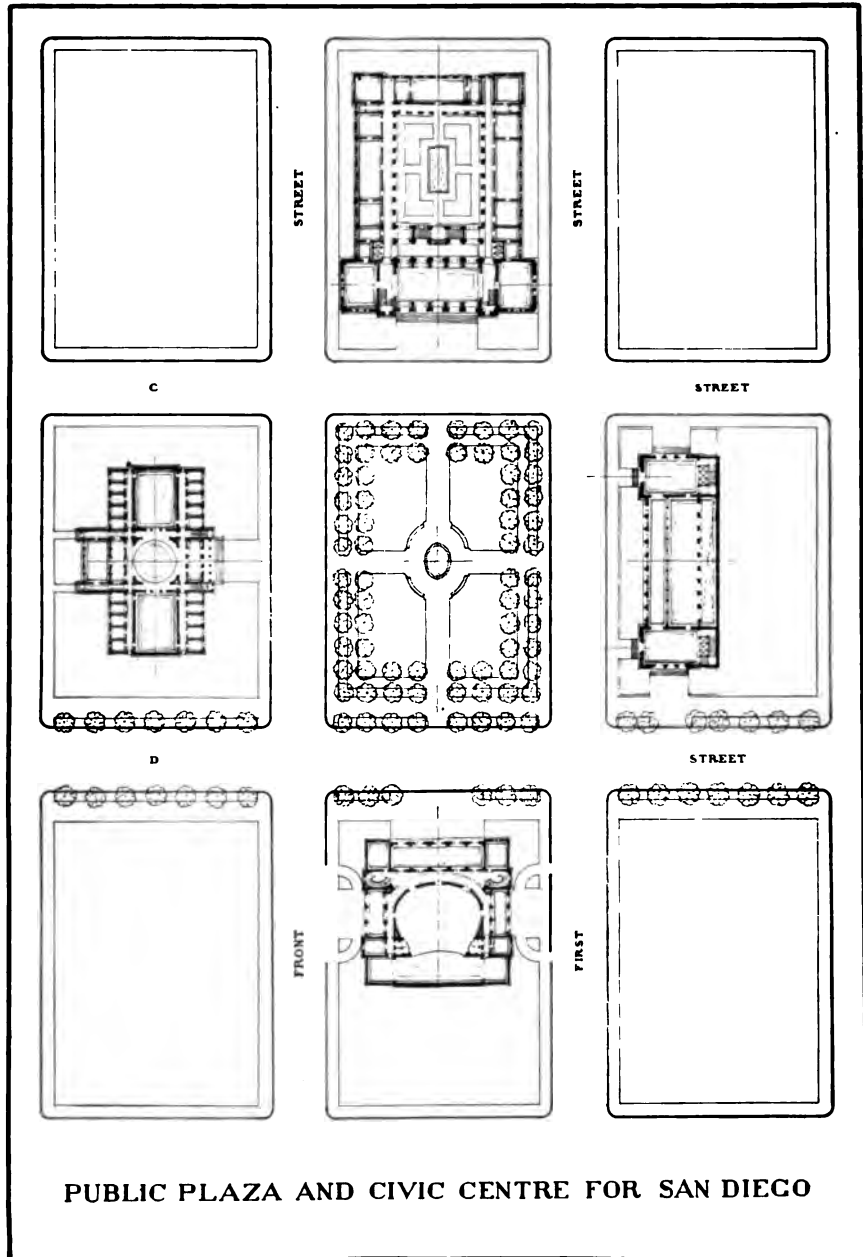
PUBLIC AND SEMI-PUBLIC BUILDINGS

obviously unfit. The Public Library is in the same class, and, when hotels, club-houses, an art gallery, places of amusement, etc., are added, it becomes clear that the people of Reading have ahead of them an important constructive period, one which will afford an opportunity to build in a way that is fitting for a city of wealth, size, and assured future.

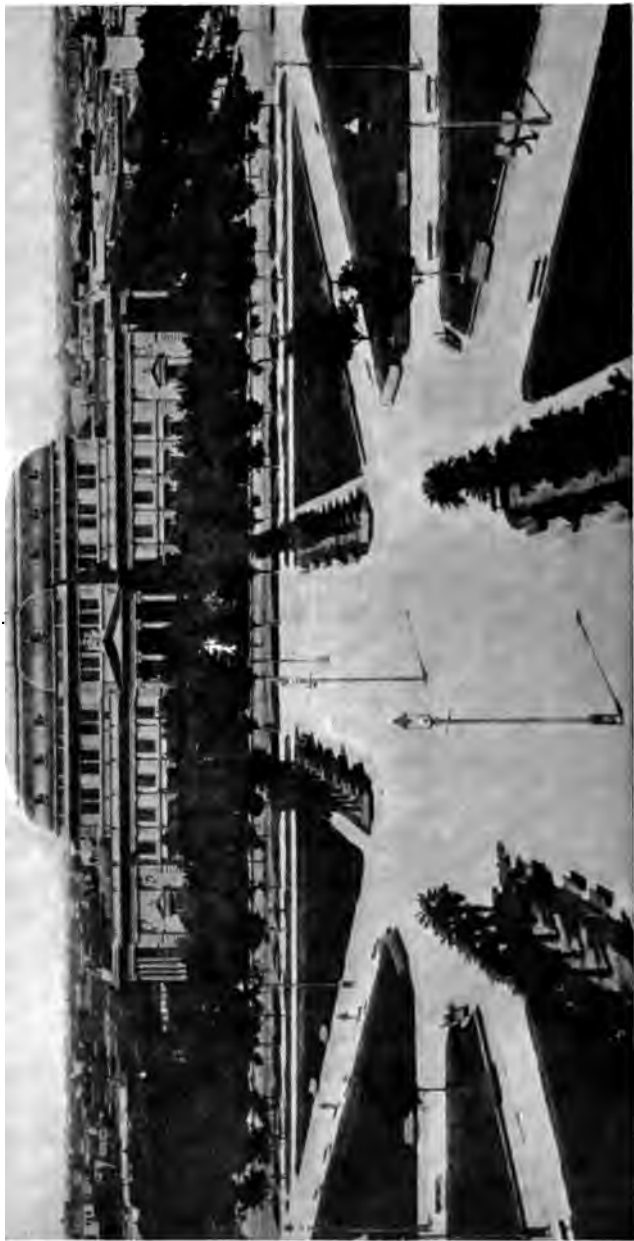


THE CITY HALL OF CAMBRIDGE, MASS., A CITY WITH THE SAME POPULATION AS READING. THIS BUILDING IS A GIFT OF A CITIZEN OF CAMBRIDGE.

With Penn Square given over completely to commercial uses and the central section of the city built up solidly, it is difficult to conceive of an attractive situation for a permanent group of public buildings. The best opportunity appears to me to be at Fifth and Washington Streets, but one block north of Penn Street. The Post-office is now located on the south-east corner of this intersection, and the



PROPOSED ARRANGEMENT AROUND AN OPEN PLAZA OF THE CITY HALL, COURT HOUSE, OPERA HOUSE, AND POST-OFFICE OF SAN DIEGO, CAL.



GOVERNMENT HOUSE, LA PLATA, ARGENTINE REPUBLIC. NOTWITHSTANDING CERTAIN DEFECTS OF ARRANGEMENT, IT IS AN EXAMPLE OF A WELL-LOCATED PUBLIC BUILDING, WITH A GENEROUS FOREGROUND.

REPLANNING THE CITY OF READING

other corners are all occupied by small stores, which must soon be supplanted by larger and more modern structures. Private enterprise has already



THE COURT HOUSE, READING. ILLUSTRATING CONGESTION AND UNSIGHTLINESS IN THE SURROUNDINGS OF PUBLIC BUILDINGS.

recognized the value of this situation, and secured the refusal of a large tract on the north-east corner, 120 feet by 165 feet, for a modern fire-proof hotel. No city needs such a hostelry more than Reading,

PUBLIC AND SEMI-PUBLIC BUILDINGS

and the proposed eight-story hotel, with 200 sleeping-rooms and 100 bath-rooms, would, if built, be a lasting public benefit. Across from the Post-office is a suitable site for the new City Hall, and the fourth corner might be used for Public Library, Court House, Art Museum, Opera House, or something else of general public service.

The best alternative to Fifth and Washington Streets would be to go farther north on Fifth Street, the general direction of the city's growth, and purchase from two to four blocks for a civic centre. The advantages would be cheaper land and a possibility of a more open and more artistic grouping of buildings. Such a plan, however, would require the investment of a very large sum of capital; yet it might prove not only practicable, but profitable, as the Pennsylvania legislature passed a law in 1907* by which Pennsylvania cities are given power within certain limitations to condemn land for public purposes, and such lands as are not required for improvements may be resold, with or without restrictions concerning future use and occupation, so as to protect public works and their environs. Under this law the Philadelphia Parkway from the City Hall to Fairmount Park is now being constructed. In its provisions this law corresponds in general with some other American States and with those of European countries. It should enable the City of Reading to provide not only more perfectly, but also at less expense for the public buildings, playgrounds, boulevards, and parks that a modern municipality requires.

* See Appendix for full text of Act.



BRIDGE ACROSS THE CONNECTICUT RIVER, BUILT BY HARTFORD, A CITY THE SIZE OF READING, AT A COST OF \$3,000,000. COMPARE IT WITH THE BRIDGES OF READING ACROSS THE SCHUYLKILL RIVER.

V. Boulevards and Main Arteries of Travel

No street in Reading has a greater width than 80 feet; and only four streets, Penn, Fifth, Thirteenth and Pricetown Road, have that width. Such provision is a relic of a past era, and is altogether inadequate for the demands of modern times with their electric cars, automobiles, and increased business. The importance of a first-rate system of transportation for the easy circulation of goods and people can scarcely be exaggerated. There is not a large city in the United States that has at present a first-rate system, and these cities are all more or less baffled in their attempts now to secure one. In this matter Reading has a peculiar position and opportunity. While it is scarcely practicable in many cases, on account of the cost, to change closely built up streets, it is perfectly practicable to widen the *extensions* of the principal streets, to transform boldly several country roads into main diagonals, and to completely encircle the city with a broad circumferential parkway. Larger cities have not the same opportunity. Their size makes such changes too difficult and too costly. But the present-day Reading is but the nucleus of the future city, and by prompt action a system of main avenues, traffic streets and boulevards can be secured that will be of incalculable value to business interests, to persons living on the outskirts

REPLANNING THE CITY OF READING

of the city, and to those who enjoy pleasure driving or motoring or the public parks which the city must soon establish. Therefore, after careful study of the local situation, I recommend that Penn Street, Spring Street, and Berks Street be looked upon as



BOULEVARD, MT. PENN, READING.

the main cross-town connections east and west; Front Street, Fifth Street,* Tenth Street, and Thirteenth street, as the principal thoroughfares north and south; and Pricetown Road, the River Drive, Schuylkill Avenue, Centre Avenue, Tulpehocken

* It would be advisable, in my opinion, to establish a double line of trolley cars on Fifth Street, provided Fourth Street could be freed from cars altogether. This change would seem to be an advantage to both streets.



**TWO ILLUSTRATIONS OF CHICAGO BOULEVARDS, SHOW-
ING THEIR DAILY USE AND BEAUTY, AND THE CHAR-
ACTER OF HOUSES THAT FRONT ON THEM.**

REPLANNING THE CITY OF READING

Road, Wyomissing Road, Bingaman Street, and Perkiomen Avenue, as important diagonals. It is not wise to try to name the exact width that each of these streets should be. Much will depend upon the demands upon them and the ease of widening. But I may say that they should average at



A RECENTLY OPENED STREET IN RIO DE JANEIRO—CUT
THROUGH A SOLIDLY BUILT-UP SECTION.

least 100 feet. Some of them, perhaps, can now be made 100 feet wide only in the less valuable or less built up sections. Others should exceed 100 feet in width, reaching even 200 feet or more, with a Mall in the centre of the avenue. Beyond the present city limits there should be no difficulty. Many of these streets already have car tracks upon them,

BOULEVARDS AND MAIN ARTERIES OF TRAVEL

and others will, of necessity, be so occupied. Only Penn Street, I believe, has a double car track. This widening will permit of double tracking on some of the other streets,—a much better arrangement. The diagonal roads, with the exception, perhaps, of Schuylkill Avenue, Perkiomen Avenue,



WYOMISSING CREEK, READING—A PARKWAY POSSIBILITY.

and Bingaman Street, should be reserved exclusively for driving.

In addition to these main thoroughfares, north and south, east and west, and diagonally to and from the heart of the city, I earnestly recommend the immediate acquisition of land for the construction of a belt boulevard or parkway. The natural location for this is at an average distance of two

REPLANNING THE CITY OF READING

and one-half or three miles from the centre of the city, and it is a happy circumstance that five-sixths of this proposed way already exists in the form of country roads. Thus the need is merely to connect the pieces of road, and then widen and improve according to some appropriate plan. The result would be—assuming the boulevard to have an average width of, say, 200 feet—as fine a boulevard or parkway as can be found in this country. It would be eighteen miles in length and travel through a rich variety of rolling country that it would scarcely be possible to match near any large city. The enhancement of real estate values along the line of the boulevard would be so great that abutting property owners could well afford to donate the land required, so that the city and county would have only the expense of constructing and planting. My opinion is that it would not only be cheaper, but also better and more interesting, to give the boulevard a somewhat different treatment in different parts, provided that it affords continuous drives, walks, and riding paths, that it is attractive throughout its course, protected from unsightly things, and in some degree separated from the ordinary sights and sounds of city life.

In connection with the proposed system of thoroughfares, consideration should be given to the gradual removal of grade crossings, especially those of the Philadelphia & Reading Railway at Penn, Franklin, and Chestnut Streets. Penn Street is the principal business street of Reading, and tracks of the Philadelphia & Reading Railway on Seventh Street



**TWO VIEWS ON THE PROPOSED BELT BOULEVARD, PERHAPS THE
MOST EASILY REALIZED FEATURE OF THE READING PLAN.**

REPLANNING THE CITY OF READING

cross it within a block of the busiest part of the retail section. Moreover, the well-established local custom of using Penn Street and Penn Square as a public promenade on Saturday and other evenings adds greatly to the objections of a grade crossing at this point. By actual count it was found that



THE GRADE CROSSING OF THE PHILADELPHIA & READING RAILWAY COMPANY AT SEVENTH AND PENN STREETS, READING, VERY CLOSE TO THE CENTRE OF RETAIL BUSINESS.

more than 45,000 people crossed the railroad tracks at Seventh and Penn Streets on one Saturday evening. Such a situation should be considered intolerable from the point of view of both the people and the railway company. The latter is permanently interested in the welfare of the city of Reading, and

BOULEVARDS AND MAIN ARTERIES OF TRAVEL

it is therefore unbelievable that it will permit a nuisance of such a dangerous type to continue much longer. A right and permanently satisfactory solution is most likely to be found by a commission on which the various interests involved are all fairly represented and considered. Under the Massachusetts law, passed in 1890, provision is made for the gradual abolition of all grade crossings in the Commonwealth, by a system which makes an equitable division of the expense among the parties interested. The division varies somewhat in different cases, but, as a rule, the railroad company pays 65 per cent., the State 25 per cent., and the city or town 10 per cent. Over a hundred and fifty grade crossings have been eliminated under this law at a cost of over twenty-five million dollars.

No feature of convenience in Reading has been so poorly provided as bridges, and no opportunity for distinctive civic attractiveness has been so completely lost. Seven bridges cross the Schuylkill River within the city limits, and eleven near by. Of the total of eighteen, eleven are for railroad use exclusively and seven for general traffic. Several additional bridges are needed, and some of the existing ones should be replaced by a different type. Bridges are among the most conspicuous features of the landscape, and should each possess an appropriate mark of beauty. Hartford, Conn., a city smaller than Reading, had occasion recently to construct a bridge across the Connecticut River. A bridge that would have served the practical purposes of traffic could have been built for a compara-



A KANSAS CITY, MO., BOULEVARD. FOUNTAIN UNDER CONSTRUCTION.



THE SAME, SEVEN YEARS LATER. READING HAS AN EQUAL OPPORTUNITY.

REPLANNING THE CITY OF READING

tively small sum, but the people of Hartford looked upon it as an opportunity. They wanted a bridge that, while serving practical purposes perfectly, would also adorn the city,—a bridge that would endure, a bridge that would stimulate and feed civic pride. And so the great stone structure that now sweeps with its nine spans across the waters of the



AN AVENUE IN SAO PAULO, BRAZIL—A SUGGESTION FOR ONE OF THE PROPOSED BOULEVARDS IN READING.

Connecticut at Hartford was erected, and, as it happened, by a contractor from the city of Reading. The bridge with its approaches cost three million dollars. Of this sum the city paid two and a half million dollars, and, so great was the enthusiasm evoked, that fifty thousand dollars was expended in the appropriate dedicatory exercises. So impressed were Hartford's neighbors with the achievement that

BOULEVARDS AND MAIN ARTERIES OF TRAVEL

two hundred and fifty thousand people visited Hartford during the three days given over to the ceremonies. President Luther, of Trinity College, in a notable address delivered at this time, said: "We are coming to understand that not only must our bridges be beautiful, but our public buildings must be beautiful, our river-banks must be beautiful, the houses of the poor as well as of the rich must be beautiful, and, being beautiful, will be such that the poor as well as the rich may live in safety, profitably, wisely. As we clean and beautify and make splendid the cities and the towns in which we live, as we tie them together into more efficient corporate units, struggling for the common welfare of us all, we shall find that the unlovely things in human nature, in our own nature, the dishonesties, the foulnesses, the dishonors, that have held back so long and so terribly the progress of mankind, will be more and more impossible, and that a city materially beautiful will be spiritually beautiful also."



NEVERSINK MOUNTAIN, READING. WILLOW GROVE ON THE LEFT.

VI. Playgrounds and Parks

"It would seem that the question of recreative parks, bath-houses, and proper facilities for working-people to seek recreation is one properly belonging to a commercial organization, when the recent experience of one American city is cited. Two committees of skilled workmen sent by their employers to this American city refused, after investigation, to accompany their employers, who desired to remove to that city, because of a lack of these things which they, in a more rural environment, had found necessary to the health and enjoyment of their families and themselves. These two manufactories paid out about \$10,000 in wages per month, a total annual wage of \$120,000 being lost to that city. Is it a function of the commercial organization to take up civic matters with such an experience?"—H. D. W. ENGLISH, of Pittsburg, formerly President Chamber of Commerce and now of Civic Commission.

The city of Reading owns no playgrounds and but two small parks. In playground provision a beginning has been made by private organizations. The High School Alumni Association has recently raised \$15,700, and purchased a piece of ground at Fifth and Bern Streets, four and a half acres in extent, for a playfield for high-school boys; the Woman's Club has opened and operated on unused ground, for five or six summers, several small playgrounds; and the Olivet Gardens have done good work for a number of years on a larger tract. But the city itself has shown no willingness whatever to acquire or maintain playgrounds. In fact, the opinion has been very generally expressed that the

REPLANNING THE CITY OF READING

streets which have served the children of past generations are good enough for the present and the future. "City streets," said Theodore Roosevelt, "are unsatisfactory playgrounds for children because of the danger, because most good games are against the law, because they are too hot in summer, and because in crowded sections of the city they are apt to be schools of crime. In view of these facts, cities should secure available spaces at once, so that they may not need to demolish blocks of buildings in order to make playgrounds, as New York has had to do at a cost of nearly a million dollars an acre." The view that the streets are good enough for play is mean and nowadays unusual for a city of a hundred thousand, and the place that seriously puts it in practice is apt to regret it. First, because it will find that it doesn't pay to have children grow up stunted in body and mind and feeling, as children must without opportunity to play. Secondly, a city without playgrounds and similar features will not be able to compete successfully with other cities in attracting new population, especially of the better class. Thirdly, sooner or later every closely built up city will find playgrounds indispensable, and the failure to act in time will simply mean greatly increased cost. Already the situation in Reading is baffling. The city is so closely built up, so congested and overcrowded, and land is held at such high prices,—partly because of this very overcrowding,—that adequate playground provision appears now practically impossible. Whatever is possible should be done, and without a day's unnecessary

PLAYGROUNDS AND PARKS

delay. Some of the suitable spaces that I have discovered, with the assistance of the Local Committee, are the following: the Lauer property, near Third and Walnut Streets; Merritt Brothers' lumber yard in the south-west; the triangle east of Schuylkill Avenue, near Greenwich Street; the little pieces in the south-east section, near Twelfth and Muhlenberg Streets and Fifteenth and Cotton Streets, marked on the accompanying map; a full block in the north-east, near Fourteenth and Bern Streets; and perhaps a larger tract of, say, ten or twelve acres near Oley and Tulpehocken Streets, in the neighborhood of the present Olivet Gardens. In addition to these areas, all of which should be secured if possible, the grounds of many of the school-houses need to be enlarged. It is inconceivable that public school-houses should be built on such small lots, some of the largest of them being separated from adjacent property by a space not much wider than an alleyway. In comparison with Reading, a city like Hartford, Conn., which has a population about equal in numbers, may be cited. Hartford is not proud nor even satisfied with its present playgrounds, but it has made a substantial start. It has already two park playgrounds, an outdoor gymnasium, a bowling green, two school gardens, an outdoor kindergarten, six tennis courts, a public golf course, and fourteen baseball diamonds. When its system is complete, it proposes to have ten playgrounds of one-fourth acre each, twenty baseball diamonds of two acres each, and ten recreation centres of five acres each, and to continue to increase

REPLANNING THE CITY OF READING

the facilities with the population. All of these grounds will be properly equipped and supervised. The importance of supervision is so well appreciated in Hartford that a director of street play has been proposed.

The children of Reading appear to understand the place and need of play better than their elders. In the early part of the summer a Reading local



WORK OF A PRIVATELY CONDUCTED PLAYGROUND IN READING.

paper offered to print brief letters from the children themselves on the subject of playgrounds. These are some of the typical ones: *—

Helen Boyer, age 14.

"Other cities have playgrounds, why can't Reading? Do our fathers and grandfathers and uncles and friends and all the rest of them forget that they wanted to play and did play when they were young?"

* Additional letters are printed in the Appendix.

PLAYGROUNDS AND PARKS

Harry Reppert, age 9.

"When a fellow has nothing to do, a playground would come in handy. It is one good thing for a poor boy to have, because poor boys are always pushed about from place to place."

Margaret Fies, age 13.

"When we skate on the pavement, one woman is going to get the police, another is going to pour a bucket of water on us. If you stay in the house all the time you get sick."



THE ONLY PLAYGROUND THE CITY GOVERNMENT OF
READING IS WILLING TO PROVIDE FOR THE
CHILDREN. IS IT SATISFACTORY?

Warren Dry, age 11.

"Reading ought to have about ten playgrounds. If Reading would only have a few of them, it would keep the children out of mischief, and the policemen would not have to stretch their legs."

Ruth Hinnershitz, age 9.

"I think that a playground would be better than all the large parks in Reading because you may not get on the grass. On a playground you can do just as you please. Grown

REPLANNING THE CITY OF READING

people have places to amuse themselves. Why can't the children have a place all to themselves?"

George H. Quinter, age 8.

"We live in a house just big enough for our family. There is nowhere to play, so then my sister Emily and I must play much on the street, and there is always danger. So we stay in the house, and don't know how to pass our time. I certainly do wish we had a playground over our way."

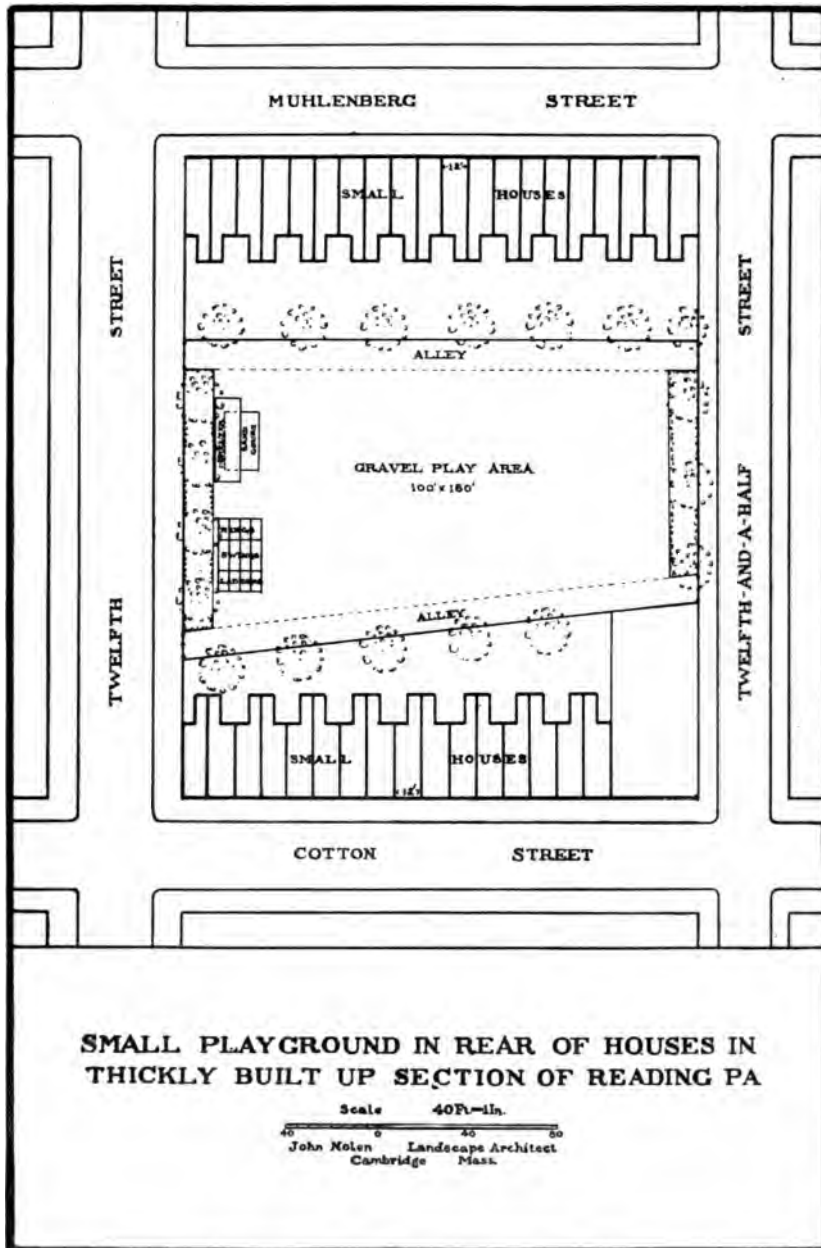


THE READING HIGH SCHOOL PLAYFIELD, SECURED AND SUPPORTED
BY PRIVATELY RAISED FUNDS.

Erma Kathryn Ross, age 12.

"The boy would be compelled to abide by rules; and what better training is there for the boy who some day must abide by rules more important than playground discipline? If the children were carefully watched at the playgrounds, why need the mother worry?"

The plain argument of these child letters, and the others printed in the Appendix, is unanswerable. The



PROPOSED UTILIZATION OF SMALL SPACES IN THE REAR OF HOUSES, READING.



FOLK DANCES AS A PLAYGROUND FEATURE IN READING.

PLAYGROUNDS AND PARKS

appeal should be irresistible. Only hearts of stone could stand against them. No privilege or favor is here asked for, but the restoration of a common right,—the right of a child to its childhood.

Penn's Common with its fifty acres and Mineral Spring Park with sixty-four acres constitute all that Reading has toward a park system. The latter, situated in a charming ravine, is a typical bit of Reading's rich nature world, and makes a splendid contribution to the recreation of Reading's population; the former, a well-located but artificial garden-like Park, filled with monuments and flower-beds, expensive to maintain and poorly adapted, it would seem, to the purposes that a park should serve in a city like Reading. The general estimate of many is well expressed in one of the children's letters:—

I sometimes take my little sister and brother out to the city park. When the little ones even step on the edge of it, next thing you see is a park guard coming with his raised club after us. I do hope that some kind person may donate a large plot of ground in our section where we can have the freedom of roaming about.

How poor in parks Reading is compared with other cities of its class! Compare it, for example, with Dayton, Ohio, Grand Rapids, Mich., Tacoma, Wash., Wilmington, Del., Harrisburg, Pa., Cambridge, Mass., or Hartford, Conn.,—all cities of its class, all with approximately a population of a hundred thousand. Dayton has six parks, for the acquisition of which it has issued bonds for \$100,000. The annual appropriation is \$16,000. One of its small parks includes a field-house with gymnasium,

REPLANNING THE CITY OF READING

baths, and swimming-pool, constructed at a cost of \$130,000. Grand Rapids parks comprise 195 acres, secured at a cost of \$68,900, but now worth \$402,900. The annual appropriation averages \$50,000. Tacoma, Wash., with the characteristic public spirit of the North-west, has secured already 1,090 acres of parks, and levies an annual tax of one and a half



ONE OF CHICAGO'S FIELD HOUSES. WAITING IN LINE
FOR A SWIM.

mills for their support. Wilmington, Del., by a persistent and well-directed effort commenced decades ago, has acquired and improved 300 acres of parks, most of the area being in the beautiful valley of the Brandywine Creek. The total cost of acquiring, improving, and maintaining this and its other large park lands has been about half a million dollars, —a per capita cost of only about six dollars. The estimated value of these parks, exclusive of im-

PLAYGROUNDS AND PARKS

provements, exceeds to-day their total cost, including improvements, and there has been a decided gain to the city in increased taxes from the appreciation of adjacent property. The annual cost of maintaining this system of parks is only \$16,000, or twenty-two cents per capita. Harrisburg, a city near Reading, with which it may naturally be compared, has now 737 acres of parks and playgrounds,



A CHICAGO SWIMMING POOL.

for the acquisition of which it has issued bonds for \$250,000. The city appropriates annually nearly \$30,000 for maintenance. Cambridge, Mass., looks to the Boston Metropolitan system, in which it is included, for its large parks, but it possesses many small parks, playgrounds, and open spaces now valued at \$4,225,912. Its park loans amount to \$1,519,000, and in 1908 it appropriated \$40,000 for park maintenance. Hartford, Conn., one of the

REPLANNING THE CITY OF READING

most progressive of American cities, and not essentially unlike Reading in its requirements, has now twenty-one parks and open spaces with a total of 1,335 acres. Last year it appropriated \$46,000 for maintenance and \$12,000 for new work, a total of \$58,000.

An open-minded citizen cannot fail to be impressed



WILLOW GROVE, READING

with the unfavorable showing that Reading's parks and the annual appropriation of \$10,000 make in comparison with these representative cities. Reading, according to the general average of cities of the United States, should own at least one acre for each 200 of its population; *i.e.*, 500 acres. This area might cost for acquisition and construction about \$1,000,000, and for maintenance \$60,000 a year. Do these amounts seem large? They are not.

PLAYGROUNDS AND PARKS

The capital investment is only \$10 per capita, and would naturally be spread over a period of years. The annual up-keep amounts to only sixty cents per capita,—a small sum for the pleasure and health to be had from a year's unlimited use of a complete and well-balanced park system. And this is not all.



WILLOW GROVE, READING, THE BEST OPPORTUNITY
FOR A PUBLIC SWIMMING AND BOATING HEAD-
QUARTERS IN THE SOUTHERN SECTION
OF THE CITY.

The city would receive a steadily increasing income from taxes as a result of its parks. Madison, Wis., has recently issued a pamphlet entitled "Parks as a Municipal Investment," showing conclusively the direct profits in money that well-considered park-making brings.

While it is hard to find even small, centrally located properties in Reading for playgrounds,



SHADY DELL, READING—ONE OF THE BEST OPPORTUNITIES FOR A
SMALL CENTRALLY LOCATED RIVER PARK.

PLAYGROUNDS AND PARKS

there is an embarrassment of riches when park lands are sought. For in every direction from the city there are hills, mountains, valleys, rivers, and rural scenes, all superbly adapted for use as public parks. If action is not unnecessarily delayed, there will be no real difficulty in securing a well-balanced system



THE TYPE OF PARKWAY THAT TULPEHOCKEN AND
WYOMISSING CREEKS MAKE EASILY POSSIBLE
FOR READING.

of parks and pleasure-grounds for Reading, equal in many respects to any in the land. As the main features of such a park system, I recommend the early acquisition of Mt. Penn on the east; Never-sink Mountain and Pendora Park to the south; both banks of the Schuylkill River (Willow Grove and the opposite bathing-place) below the Bingham Street Bridge in the south-west; the north-west bank of the river (Shady Dell) near the Schuylkill Avenue Bridge; and a larger area on the



**TWO VIEWS OF THE EAST BANK OF THE SCHUYLKILL RIVER, JUST
BEYOND THE CITY LIMITS. A READY-MADE WATER
FRONT PARK FOR READING.**

PLAYGROUNDS AND PARKS

east bank of the river just beyond the present city limits. These properties,—all of which have been marked on the accompanying map of the future city,—with the parkways and playgrounds already named, would constitute a good beginning. They



PART OF SCHUYLKILL RIVER, PHILADELPHIA, SHOWING USE FOR PUBLIC RECREATION.

could be added to later on and more definitely connected than it now seems advisable to recommend. It is not easy to account for Reading's failure to make more adequate provision for parks. One reason, I believe, is to be found in the almost incomparable beauty and accessibility of its environment mountains, hills, rivers, and creeks, the facilities of the "gravity road," and the so-called amusement



TURNING AN UGLY SWAMP INTO A LAKE IN KANSAS CITY.



THE SAME, SEVEN YEARS LATER.

REPLANNING THE CITY OF READING

parks established by private enterprise. It must be remembered, however, that the latter are not only often unsatisfactory in character, but also that they are unreliable sources of pleasure, as they may at any time be closed and converted into building property. And the charming scenery round about is not, as one might think, indestructible. Indeed, some of the ugliest places in Reading to-day were at one time among the loveliest. The banks of rivers and creeks are quickly turned into eyesores, and the sides and tops of mountains so scarred and defaced as to cease to give pleasure.



MADISON, WIS., HAS A POPULATION OF LESS THAN 30,000, AND YET THE CITY HAS ALREADY MORE THAN 150 ACRES OF IMPROVED PARKS, SEVERAL PUBLIC PLAYGROUNDS, AND 25 MILES OF BEAUTIFUL PLEASURE DRIVES. MORE REMARKABLE STILL IS THE FACT THAT THE MADISON PARK AND PLEASURE DRIVE ASSOCIATION HAS RAISED FOR PARK PURPOSES, BY SMALL VOLUNTARY SUBSCRIPTIONS, NEARLY \$250,000, AN AVERAGE OF \$15,000 A YEAR FOR 17 YEARS.



"THE BEAUTIFUL OPEN COUNTRY, IDEAL FOR HOME PURPOSES, WHICH STRETCHES AWAY TO THE NORTH
AND WEST IMMEDIATELY BEYOND THE CITY LIMITS OF READING."

VII. The Homes of the People

It is a mistake to confine city planning to a consideration of streets, public buildings, parks, and playgrounds. A vital feature is the homes of the people. Recreation is, indeed, important, far more so than most of us realize, but it is overshadowed by this difficult and far-reaching question of housing. In this country the solutions of this problem are left largely to private individuals. The Nation, the States, the Cities, practically do nothing—except to pass mild building laws or regulations which are so far below wholesome requirements that even real estate agents seeking only profit are apt to do a little better than the law requires. Furthermore, congestion and slums are by no means confined to large cities, nor are the ill effects of poor housing limited to physical disease. Dr. Edward T. Devine, secretary of the Charity Organization Society of New York City, whose name is well-known in Reading, recognizes in his volume on “Misery and its Causes” that overcrowding produces not only physical disease, but is the direct cause of mental, moral, and political disorders as well.

What are the present housing conditions in Reading? What changes, if any, are desirable? In what ways could these changes be brought about? Reading, like Philadelphia, is called “a city of homes.” And it is. There are nearly twenty thou-

REPLANNING THE CITY OF READING

sand dwellings to its hundred thousand of population. It is uncommon for a family not to occupy a separate house, and a large proportion, I am told, own their own homes. These buildings, however, are not very homelike. As a rule, they are built in solid blocks of brick, with a frontage that will average only from 12 to 15 feet. The depth of the lot is usually less than 100 feet. These dwellings



READING HOUSES.

cost about \$1,800, and rent for \$12 per month or thereabouts. An examination of the map on which the buildings have been indicated, a tour of the residence streets and alley-ways, or an inspection of the city from the top of Mt. Penn, impresses one with the unnecessary congestion and overcrowding and the equally unnecessary unloveliness and cheerlessness of the city as a whole. It presents a mass of unrelieved tin-roofed brick blocks, with narrow

THE HOMES OF THE PEOPLE

straight streets on one side, and on the other, small and often untidy and dirty back yards and alleys. So small, indeed, are the back yards in some localities that I have seen the Monday wash stretched to dry between the trees on the front street or even on the front porches. And yet, as one gazes at the city from the heights of Mt. Penn, one's eyes are irresistibly drawn to the beautiful open country,



HOMES ELSEWHERE WHICH RENT FOR LESS.

ideal for home purposes, which stretches away to the north and west immediately beyond the city limits. It is true that some scattering occupation has recently been made of this territory, but, sad to relate, the unfortunate type of building so characteristic of the city is being substantially repeated in the open country. I actually found in the middle of farm land, well beyond all other settlement, a brick



BACK YARDS OF READING HOUSES.



BACK YARDS—NOT IN READING.

THE HOMES OF THE PEOPLE

block identically like the buildings close to the heart of the city. This sort of thing in Reading is inexcusable. Conditions there are such that it ought to be possible for the humblest workingman to have a detached or semi-detached home of good design, well lighted, well aired, well environed, and with ample space for at least a small garden.*

What action is necessary to bring about effective changes in this situation? First, a radical revision in the building regulations is called for. Some of the changes most necessary cannot be made until new legislation is secured. But such legislation should be sought in Pennsylvania as it is now being sought in other States. And Reading, one of the first cities in the State to take up city planning in a comprehensive way, thereby showing its progress-

* "We began to realize we were cutting up lands upon which people would dwell for all ages to come. We were changing wholesale acres into a form from which they could be changed again only at great cost. At this point it would be the simplest thing in the world to set aside, if we were so charitably-minded, some of this land, and leave it as a perpetual open space for generations to play upon. At that time no other aspect of the case suggested itself to us. It did not seem possible that such an immediate sacrifice to our future expectations would work any important benefit to our treasury balance; in other words, that it was not a business proposition, although it did look like the most justifiable sentimentalism. In this we were mistaken. There were infinite business possibilities in such an act of generosity, and, could we have seen ahead, as we can now look back, we would immediately have begun the segregation of lands for park purposes in all our subdivisions, and would not only have served the community better, but would have received a return in dollars and cents sufficient to amply repay for every foot of ground so utilized."—*William E. Harmon, of Wood, Harmon & Co., New York City, Real Estate Agents and Operators.*



BACK YARDS OF READING HOUSES.



BACK YARDS—NOT IN READING.

THE HOMES OF THE PEOPLE

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GENERAL VIEW OF A "GARDEN CITY." THE FUTURE READING
MIGHT BE LIKE THIS.



A BACK YARD IN A GARDEN CITY.

THE HOMES OF THE PEOPLE

iveness, should take the initiative. In this matter we can learn much from foreign cities, especially those of Germany. As far back as 1875, acts were passed that gave the cities of Germany power to provide intelligently for town extension and to secure housing conditions that would be economical, sanitary, and cheerful. Under these laws, plans are made for the extension of small towns as well



A TYPE OF SEMI-DETACHED HOUSE APPROPRIATE FOR READING.

as for large cities, and they take into account the foreseen needs of the near future, which by most city councils is considered to mean a period of at least twenty years. The municipal government makes plans for all the land within the city boundaries, no matter to whom it belongs, and the determining consideration is the good of the whole community. Engineers and landscape architects of the highest standing are consulted, as well as the

REPLANNING THE CITY OF READING

real estate owners. The plans are subjected to the most painstaking criticism, with a view to making the essential requirements of health, convenience, and enjoyment dovetail into one another. In fixing street lines, consideration is given to the promotion of the needs of traffic, safety from fire, the provision for public health, and even the preservation of the good appearance of streets and squares. The building regulations limit not only the height of buildings, but also *the proportion of the site that may be covered*. In the centre of the city higher and more close building is permitted, but further out only detached or semi-detached houses of definitely limited height are allowed. Consideration is given even to the direction of prevailing winds, a larger proportion of the area in such sections being reserved for open building than elsewhere. This so-called "zone" system, which includes the regulation of business places as well as dwellings, is a recognition of the varying character and needs of different sections of the city and of the necessity, for the good of all, to have differentiated building regulations. Thus the German cities are enabled to prevent or correct some of the most serious and deep-rooted evils that at present confront the people of Reading. Germany is not alone in this city wisdom. A dozen other of the most civilized countries of the world have acted in similar ways, and it behooves us to follow their example. There is no need to copy their mistakes nor to mechanically imitate their successes. Conditions here are different. But the inspiring and common-sense principles

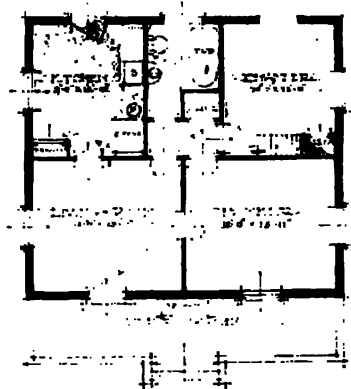


**THE SOLUTION OF READING'S HOUSING PROBLEM WOULD APPEAR TO
BE IN THIS INEXPENSIVE, UNOCCUPIED LAND IMMEDIATELY
BEYOND THE CITY LIMITS. ONLY TRANSPORTATION
FACILITIES AND A SENSIBLE PLAN ARE NEEDED.**

REPLANNING THE CITY OF READING

which are at the bottom of their regulations,—a use of skill, a saving of waste, a regard for the common good,—these we may well adopt.

Another method of effecting changes in housing conditions in Reading is to furnish some examples of model homes. This is no new idea. Not only in Europe in "Garden Cities" and other mutual town building schemes, but in many places in this country, a revolution in home building has been brought about by the construction of model settlements. These settlements, often created by great corporations, have yielded a fair return on the capital invested and have indirectly been of great advantage to the communities in which they have been set up. Reading is an ideal place for such enterprises. The big industrial establishments doing business there, the innumerable workingmen seeking homes, and the open, unspoiled country roundabout offer an opportunity that is seldom equalled. The committee now at work for the bettering of living conditions in Boston, known as the "Boston 1915 Movement," states the ideal well when it proposes "that it shall be possible for a willing worker, earning an average wage, to live, himself and his family, healthfully and comfortably; to bring up his children in good surroundings; to educate them so that they may be truly useful, good citizens; and to lay aside enough to provide for himself and his wife in their old age. A city which provides less than that directly must make up for the deficiency in a more costly, indirect way: there is no escaping this alternative."



THIS HOUSE ILLUSTRATES THE POSSIBILITIES OF INEXPENSIVE HOUSES OF CONCRETE WHERE BUILDINGS CAN BE CONSTRUCTED WITH STEEL MOULDS. IN NUMBERS OF TWENTY-FIVE OR MORE THE COST IS SAID TO BE APPROXIMATELY \$200 PER ROOM, OR \$800 FOR THE HOUSE HERE SHOWN. THE ROOF-GARDEN IS A FEATURE, AND BY THE USE OF AN AWNING IT COULD BE ARRANGED FOR OUTDOOR SLEEPING. THIS HOUSE IS DESIGNED ALONG THE LINES OF A WORKMAN'S COTTAGE, UPON WHICH THE ARCHITECT WAS AWARDED FIRST GOLD MEDAL AS AFFORDING A HEALTHFUL HOME AT SMALL COST.



THE CHARMING OLD MINERAL SPRINGS HOTEL IN MINERAL SPRINGS PARK, READING.

VIII. Twelve Definite Recommendations

Above all, it is important that the work of the Civic Association should not end in a mere statement of some of the needs of Reading. Let me try, therefore, to sum up the definite things that are necessary to change the present Reading into a decidedly better place for business, for home-making, for the growth and development of children, for wholesome recreation for all. To my mind the following are the twelve most necessary things to do:—

(1) To adopt a more thoughtful and up-to-date method of locating and improving streets.

(2) To remove from the main streets all wires, poles, and other obstructions.

(3) To take prompt and vigorous steps for the abatement of the smoke nuisance.

(4) To extend the city limits by annexation, to include all the territory within the proposed Belt Boulevard.

(5) To add to the convenience, comfort and beauty of Penn Square by the construction of a central Mall or narrow park strip.

(6) To proceed at once to make the best possible grouping of public and semi-public buildings.

(7) To lay out a comprehensive system of thoroughfares and boulevards, including diagonal avenues and a Belt Boulevard to encircle the city.

REPLANNING THE CITY OF READING

(8) To provide for the gradual abolition of all grade crossings within the city limits.

(9) To build across the Schuylkill River a series of bridges of a more appropriate type.

(10) To secure at once for playground purposes as many open spaces as possible, especially in the settled sections of the city.

(11) To get possession of the finest natural features around Reading—its mountain-tops, valleys, river-banks, and creeks—and set them aside as public parks.

(12) To investigate and report upon the improvement of housing conditions in Reading.

At first it may appear that to carry out these twelve recommendations, which merely sum up the body of the report, would require a very large amount of money, perhaps more than Reading could afford. A more careful consideration of the proposals, however, will disclose the fact that many of them—some of the most important, in fact—would involve no extra expense whatever: they call only for a *better method*. And, even when additional expenditure is required, it will be found that the outlay is more in the nature of an investment than an expense. One of the main arguments for comprehensive city planning, such as Reading has now under way, is its practical economy, the saving of waste. The present struggle in American cities for improvements is intensified by the great waste, due: (1) to doing things in the wrong way,—without skill and taste; (2) to doing things at the wrong

TWELVE DEFINITE RECOMMENDATIONS

time, especially as this applies to the deferred purchase of land and the failure to provide thoroughfares; and (3) to the neglect of the natural resources of the site and the people. It is a striking fact that, where things are better done, the cost is less. German cities, for example, surpass us not only in the fine character of their streets and open places, in the number of playgrounds and parks, in provision for business, for health, for recreation: these cities also have the credit of lower taxes, in some cases paying no taxes at all.* Perhaps it may be necessary for us to invest more capital in the purchase of land and in permanent municipal improvements (the public debt in most American cities is ridiculously low, considering the scope of their services), but the actual cost of a higher order of municipal administration should mean a reduction of the tax rate, not an increase. This is exemplified to some extent in our own cities. For instance, Brookline, Mass., a town which possesses nearly all the public advantages that Reading lacks, has a tax rate of only ten mills, including everything. It may be alleged that this is because of Brookline's great wealth and large assessment. True, but these in turn are due mainly to

* No less than 1,500 towns and villages in Germany still own, and have owned right down from the Middle Ages, so much common land that their inhabitants pay neither rates nor taxes. Five hundred of these townships and villages derive so great a rental from their lands that they are able in addition to pay every citizen on New Year's Day a bonus of from £5 to £20 (\$25 to \$100), as his share of the surplus revenue.—R. Ockel, *The Westminster Review*, July, 1909.

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the early adopted progressive policy which made Brookline an especially desirable place to live in.

The people of Reading will be profoundly tested by this movement. Action is necessary. What will they do? There is a feeling among many that Reading is not strong in public pride and civic spirit. There is some reason for this view. But there is reason also for another view. A city which celebrates its sesqui-centennial with the spirit and generosity that Reading displayed in 1898, which can show such devotion to the welfare of children as is represented in the history of privately conducted playgrounds during the last six years; a city in which \$3,300 can be raised for a new city plan in ten hours by one man,—such a city is not without citizens of practical civic pride. Reading is not unlike other cities: there are citizens that stand for wise, well-considered, far-seeing policies, and others who are unenlightened, unprogressive, unmoved by new ideals. The determining factor is the relative strength of each. I have visited Reading many times during the past year, and I have good reason to believe that the forces that make for health and progress and morality are much the stronger and more permanent, and that, so far as the recommendations of this report stand for these qualities, they will win.

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APPENDIX

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ILLUSTRATIVE EXTRACTS

SMOKE PREVENTION

SUMMARY OF ORDINANCES ADOPTED BY CITIES IN THE UNITED STATES TO REGULATE AND PREVENT SMOKE

Detroit, Mich.

The emission of dense black or gray smoke is deemed and declared to be a public nuisance.

Washington, D.C.

The emission of dense or thick black or gray smoke or cinders is deemed and declared to be a public nuisance.

St. Louis, Mo.

The emission or discharge of dense smoke is declared to be a public nuisance. The onus of proving that there is not a practicable device, appliance, means, or method, whereby the discharge may be eliminated, is placed upon the defendant.

Chicago, Ill.

The emission of dense smoke is prohibited and declared to be a nuisance, except for a period of six minutes in any one hour, during which the fire-box is being cleaned out or a new fire being built therein.

Buffalo, N.Y.

The discharge of large quantities of smoke, soot, dust, gas, steam, or offensive odor, is prohibited, if it has a natural tendency to cause injury, detriment, or annoyance to any person or persons, business or property.

REPLANNING THE CITY OF READING

Cleveland, Ohio.

Prohibits the emission of any dense smoke.

Cincinnati, Ohio.

The emission of smoke in such quantity or manner as to cause injury, annoyance, inconvenience, or damage to the inhabitants of the city or their property, health, or physical comfort, is declared to be a public nuisance.

Minneapolis, Minn.

The emission of dense smoke is declared to be a public nuisance.

New York, N.Y.

The emission of cinders, dust, gas, steam, or offensive odor and smoke, is prohibited.

Baltimore, Md.

The emission of black or dark gray smoke is prohibited for a period greater than six minutes in any one hour.

Milwaukee, Wis.

The emission of dense black or gray smoke prohibited for a period greater than six minutes in any hour.

Springfield, Mass.

Dark or dense gray smoke emitted for more than two minutes continuously, or for longer than 12 per cent. of any continuous period of twelve hours, is declared to be a nuisance.

Dayton, Ohio.

The emission of dense black or gray smoke declared to be a public nuisance, and prohibited except for a period of five minutes in any one hour, during which and only when the fire-box is being cleaned or a new fire built.

SMOKE PREVENTION

Philadelphia, Pa.

A color scale is provided for the measurement of the degree of darkness of smoke, making it unlawful to permit the escape of smoke of a certain degree of darkness.

Frank H. Mason, the consul-general at Berlin, writes that the results there are due to five conditions: "(1) Careful supervision by the building and sanitary police of all establishments that use furnaces or employ large fires for steaming, smelting, or other purposes. (2) Enforcement of the



THE SMOKE NUISANCE IN THE HEART OF READING.

license system in regard to manufacturing plants of all kinds, which enables the authorities to keep such establishments out of the central and densely built districts and relegated mainly to the suburbs or outlying villages *several miles* from the central portion of the city. (3) The enforced use of very tall chimneys for factories or other establishments that burn large quantities of fuel. (4) *The high standard of care and skill* required of *firemen* who stoke fires that *consume smoke-creating fuel*. (5) The character of the fuel employed, which consists largely of coke, briquettes of various forms and sizes, which, being made of lignite without artificial matrix or binder, are practically smokeless. Without seeking to estimate closely the relative effective value of these five ele-

REPLANNING THE CITY OF READING

ments which contribute to the general result, it is impossible not to concede especial importance to the two last; namely, *intelligent firing* and smokeless fuel. The whole spirit of German life is opposed to waste. Coal smoke means unconsumed fuel, and therefore a waste of a material which is not over abundant, but everywhere costly in this country. Accordingly, the art of skilful, economic firing, the stoking of ovens and furnaces by such careful, intelligent methods as to secure the most perfect consumption of the fuel, is here studied and taught to workingmen as an essential part of their practical education. Firemen in charge of large furnaces are taught the importance of frequently spreading the fuel in small quantities evenly over the glowing mass, with clean grate bars and fine draught of air to the point of combustion. The state railways and many large manufacturers encourage intelligent and careful firing by granting fixed allowances of coal for a certain run, and then giving to the engineers and firemen a liberal percentage of the value of the fuel saved therefrom."

SOME LETTERS OF THE CHILDREN OF READING ON PLAYGROUNDS

Arthur L. Leader, age 13.

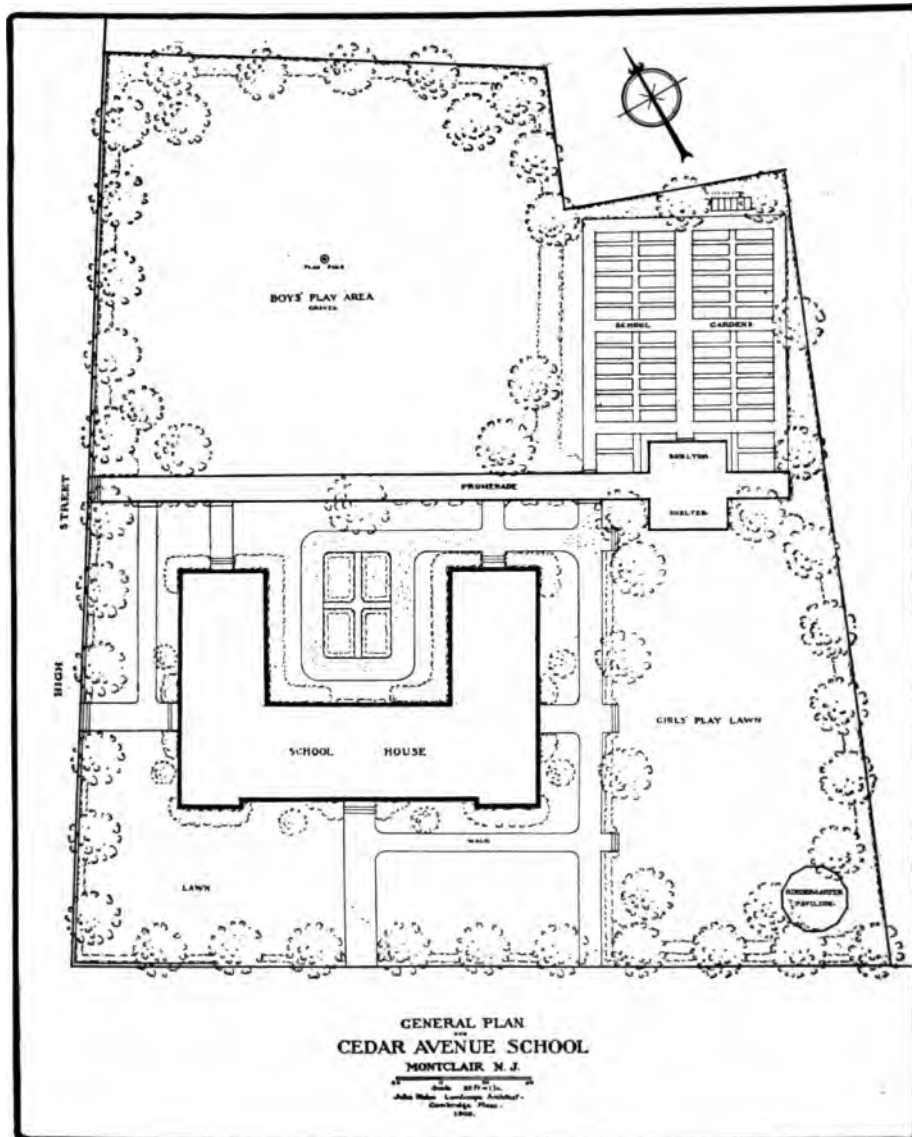
"I think our city should have more playgrounds than we have, for our childhood days are only once, when we are little boys and girls."

Edna Groff, age 11.

"We are too poor to go to Atlantic City and play in the sand. We ought to have some playgrounds somewhere, for, if we play in the house, we will waken the babies."

Dorothy Grew, age 8.

"Here in Reading, when we want to play, we must go in the back yard, and then get a scolding if we tread the grass down. So playgrounds for me,—the sooner, the better."



AN ILLUSTRATION OF A LARGE SCHOOL GROUND AND THE USE THAT CAN BE MADE OF IT. THIS PLOT IS 360 FEET BY 400 FEET—OVER THREE ACRES IN EXTENT. WHEN THE SIZE OF THE BUILDING WAS INCREASED, THE SCHOOL BOARD HAD THE WISDOM TO INCREASE THE GROUND AROUND IT IN PROPORTION.

REPLANNING THE CITY OF READING

Elmer M. Searfoss, age 11.

"I would enjoy a playground, because when I play on the sidewalk in front of the people's houses they tell me to go home on my own sidewalk. I think it would learn us to love each other better, as we become more acquainted by playing together daily, and save the lives of many a girl and boy by keeping them off the street. And also fresh air and sunshine is better than medicine, and I think Reading ought not to be last in everything."



CAMBRIDGE FIELD. A CAREFULLY-DESIGNED
PUBLIC PLAYGROUND OF TWELVE ACRES

Mabelle Kreischer, age 13.

"I would like a playground near our house, so I could take my baby-brother, as he couldn't go without I accompany him. I think that all the children of Reading would be pleased if some land would be given for a playground instead of building houses on every square inch of ground."

Gordon Cramp, age 12.

"I think during the summer the school-yards should be open to the children to play in. The school-yard at Tenth and Douglass Streets would make a fine playground."



A NEW ENGLAND PLAYGROUND AND COMMON.



SAND GARDENS FOR CHILDREN UNDER SIX YEARS.

635549

REPLANNING THE CITY OF READING

Ruth Ibach, age 10.

"I was never at a playground yet, but, I suppose it is very nice. When we want to play, we cannot play in peace. When we skate, either the policeman or the people chase us."

John O'Neill, age 12.

"It keeps the children from troubling other people. During vacation a playground is necessary. We hear so many grumbling about vacation, and wish we had none."



APPARATUS FOR CHILDREN OF THE SCHOOL AGE.

G. Schaeffer, age 10.

"There ought to be a playground in every square or two, so you can take your little brothers and sisters along with you. When you play in the house, you waken the baby, and, when you play in the yard, you get the board-walk dirty. And, if you play in the street, you get the dirt on the neighbor's pavement, and they come out and scold you."

Margaret Whitman, age 8.

"I guess if the big people would only stop and make believe they were little again for a little while, and mix with us in

LETTERS FROM CHILDREN

our play, there would not be much trouble to keep up our playgrounds where people won't try to steal you."

Mildred Schlassman.

"Indeed, I do want a playground. I like to run and jump and sing, and sometimes I feel like shouting till the air turns blue. I live only a few squares from the City Park; but, when I go there, I must behave like a lady, but I would rather



A TYPE OF SMALL NEIGHBORHOOD PARK AFFORDING
PLAY OPPORTUNITY FOR CHILDREN

roll on the grass, like the dogs do, and, if I do, the watchman will chase me."

Lena Romig, age 12.

"Reading should have a playground because of the many poor children who have no toys, and who live on back streets. They never have any place where they can go and safely have a pleasant day. Some children are kept off the streets. They are learning bad language and bad manners by being on the streets."

REPLANNING THE CITY OF READING .

AN ACT OF THE PENNSYLVANIA LEGISLATURE

Authorizing cities of this Commonwealth to purchase, acquire, take, use and appropriate private property for the purposes of making, enlarging, extending and maintaining public parks, parkways and playgrounds; authorizing said cities to purchase, acquire, take, use and appropriate neighboring private property within two hundred feet of the boundary lines of such public parks, parkways and playgrounds in order to protect the same by resale with restrictions; authorizing the resale of such neighboring property with such restrictions in the deeds of resale in regard to the use thereof, as will protect such public parks, parkways and playgrounds; and providing for the manner of ascertaining, determining, awarding and paying compensation and damages in all cases where property is taken, used and appropriated for the said purposes.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in general assembly met and it is enacted by the authority of the same, That it shall be lawful for and the right is hereby conferred upon the Cities of this Commonwealth to purchase, acquire, enter upon, take, use and appropriate private property for the purpose of making, enlarging, extending and maintaining public parks, parkways and playgrounds within the corporate limits of such cities, whenever the Councils thereof shall by ordinance or joint resolution determine thereon: Provided that where such private property is outside of the city, it may be annexed thereto by ordinance of said city: And Provided that where any poorhouse properties are so taken and such cities shall have made adequate provision for thereafter accommodating and supporting the poor of the districts, wards and townships within such cities, wherein such poorhouses are located, nominal damages only shall be allowed for such taking and the land shall be held on condition that such city shall continue to make adequate provision for the poor of such districts, wards or townships.

SECTION 2. It shall be lawful for and the right is hereby conferred upon cities of this Commonwealth to purchase,

AN ACT OF THE LEGISLATURE

acquire, enter upon, take, use and appropriate neighboring private property within two hundred feet of the boundary lines of such property so taken, used and appropriated for public parks, parkways and playgrounds, in order to protect the same by the resale of such neighboring property with restrictions, whenever the Councils thereof shall by ordinance or joint resolution determine thereon, provided that in the said ordinance or joint resolution the Councils thereof shall declare that the control of such neighboring property within two hundred feet of the boundary lines of such public parks, parkways or playgrounds is reasonably necessary in order to protect such public parks, parkways or playgrounds, their environs, the preservation of the view, appearance, light, air, health or usefulness thereof.

SECTION 3. That it shall be lawful for and the right is hereby conferred upon the cities of this Commonwealth to resell such neighboring property with such restrictions in the deeds of resale in regard to the use thereof as will fully insure the protection of such public parks, parkways and playgrounds, their environs, the preservation of the view, appearance, light, air, health and usefulness thereof, whenever the Councils thereof shall by ordinance or joint resolution determine thereon.

SECTION 4. The taking, using and appropriating by the right of eminent domain as herein provided, of private property for the purpose of making, enlarging, extending and maintaining public parks, parkways and playgrounds, and of neighboring property within two hundred feet of the boundary lines of such public parks, parkways and playgrounds in order to protect such public parks, parkways and playgrounds, their environs, the preservation of the view, appearance, light, air, health and usefulness thereof, by reselling such neighboring property with such restrictions in the deeds of resale as will protect said property so taken for the aforesaid purposes, is hereby declared to be taking, using and appropriating of such private property for public use.

REPLANNING THE CITY OF READING

SECTION 5. In all cases wherein cities of this Commonwealth shall hereafter take, use and appropriate private property for the aforesaid purposes by ordinance or joint resolution, if the compensation and damages arising therefrom cannot be agreed upon by the owners thereof and such cities, such compensation and damages shall be considered, ascertained, determined, awarded and paid in the manner provided in an Act entitled "An Act providing for the manner of ascertaining, determining, awarding and paying compensation and damages in all cases where municipalities of this Commonwealth may hereafter be authorized by law to take, use and appropriate private property for the purpose of making, enlarging and maintaining public parks within the corporate limits of such municipality," approved the Eighth day of June, Anno Domini, One thousand eight hundred and ninety-five.

SECTION 6. All acts or parts of acts inconsistent herewith are hereby repealed.

Approved the 8th day of June, A.D., 1907.

THE LAW REGARDING THE PLATTING OF LAND NEAR CITIES, ADOPTED BY THE WISCONSIN LEGISLATURE AT THE SESSION OF 1909.

PLATS NEAR CITIES, HOW MADE; COUNCIL'S APPROVAL.

1. The owner of any lands lying outside the corporate limits of any city in the state of the first, second or third class, and situated within one and one-half miles of such limits, desiring to divide the same into lots or blocks by the platting thereof, shall, in the platting of such lands, cause the streets and alleys shown on the map thereof to be laid out and platted to the satisfaction of the common council of such cities, and shall submit such map thereof, and if it shall be approved, he shall cause it to be recorded within

SHORT LIST OF BOOKS

thirty days of the date of such approval together with the evidence of approval of the common council, which shall be a copy of the ordinance or resolution adopted by such common council certified to by the city clerk, and affixed to such map.

Validity. 2. Any map or plat of such lands not so approved or accompanied by such evidence of its approval or which shall not be offered for record, on or before sixty days after the date of such resolutions, shall not be recorded or received for the purpose of being recorded, and shall have no validity whatever.

Forfeiture. 3. Any person who shall plat any such land and cause the same to be recorded without submitting the map thereof to such common council, shall forfeit not more than one hundred dollars and any register of deeds who shall wilfully record any such map or plat without the evidence of its approval by the common council attached thereto, as herein provided, shall forfeit not more than one hundred dollars. All forfeitures incurred under this section shall be sued for or recovered in the name of such cities.

SHORT LIST OF BOOKS AND REPORTS RELATING TO CIVIC IMPROVEMENT.

A CITY PLAN FOR ST. LOUIS.

A DECADE OF CIVIC DEVELOPMENT. Charles Zueblin.

A PARK SYSTEM FOR CINCINNATI. George E. Kessler.

AMERICAN PARK SYSTEMS. Report of the Philadelphia Allied Organizations.

AMERICAN PLAYGROUNDS. E. B. Mero.

AN INTRODUCTION TO CITY PLANNING. Benjamin C. Marsh.

ANNUAL REPORTS OF THE COMMISSION ON THE CITY PLAN,
HARTFORD, CONN.

CHARLES ELIOT, LANDSCAPE ARCHITECT. Charles W. Eliot.

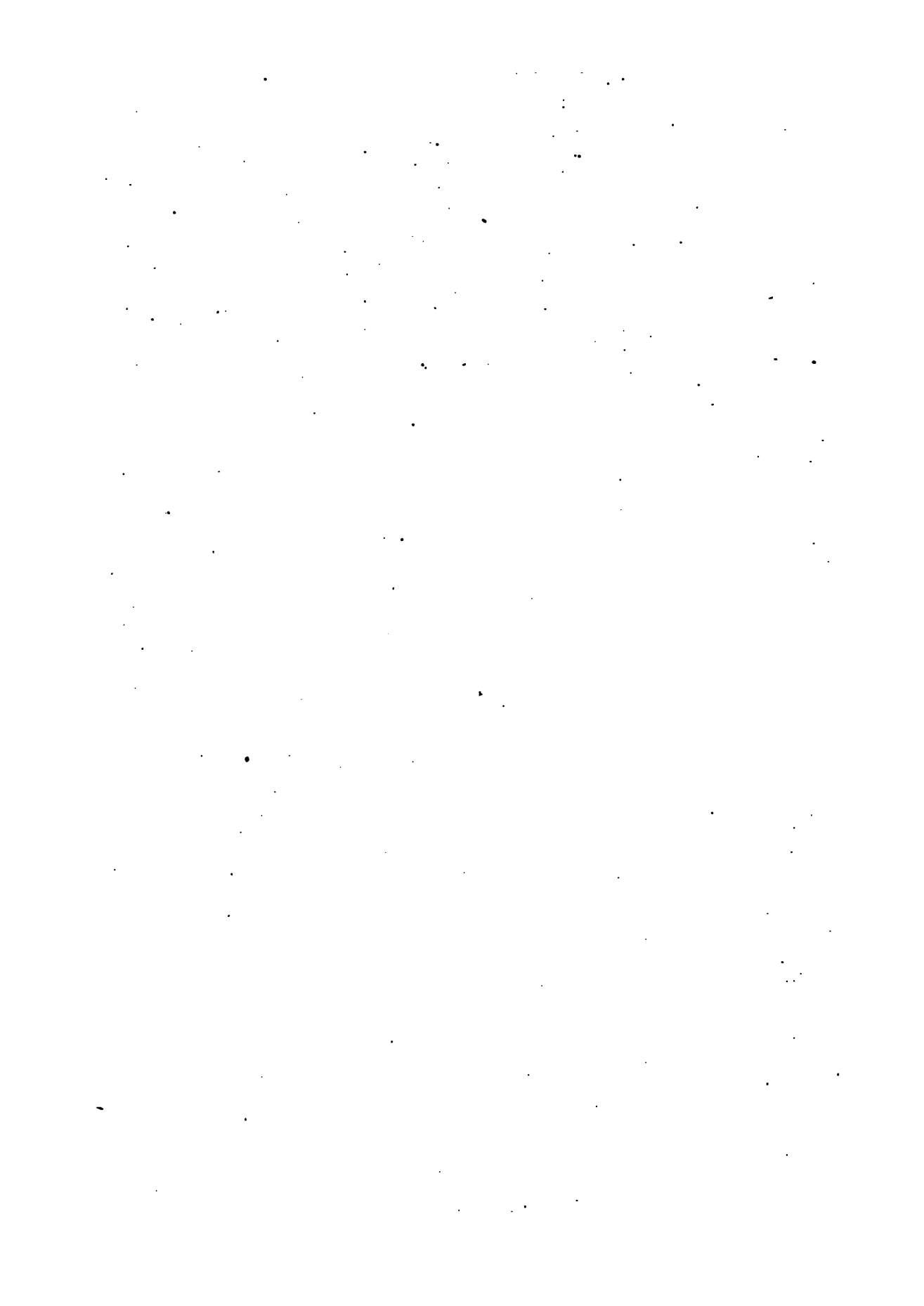
CITIES AND PORTS. Robert Swain Peabody.

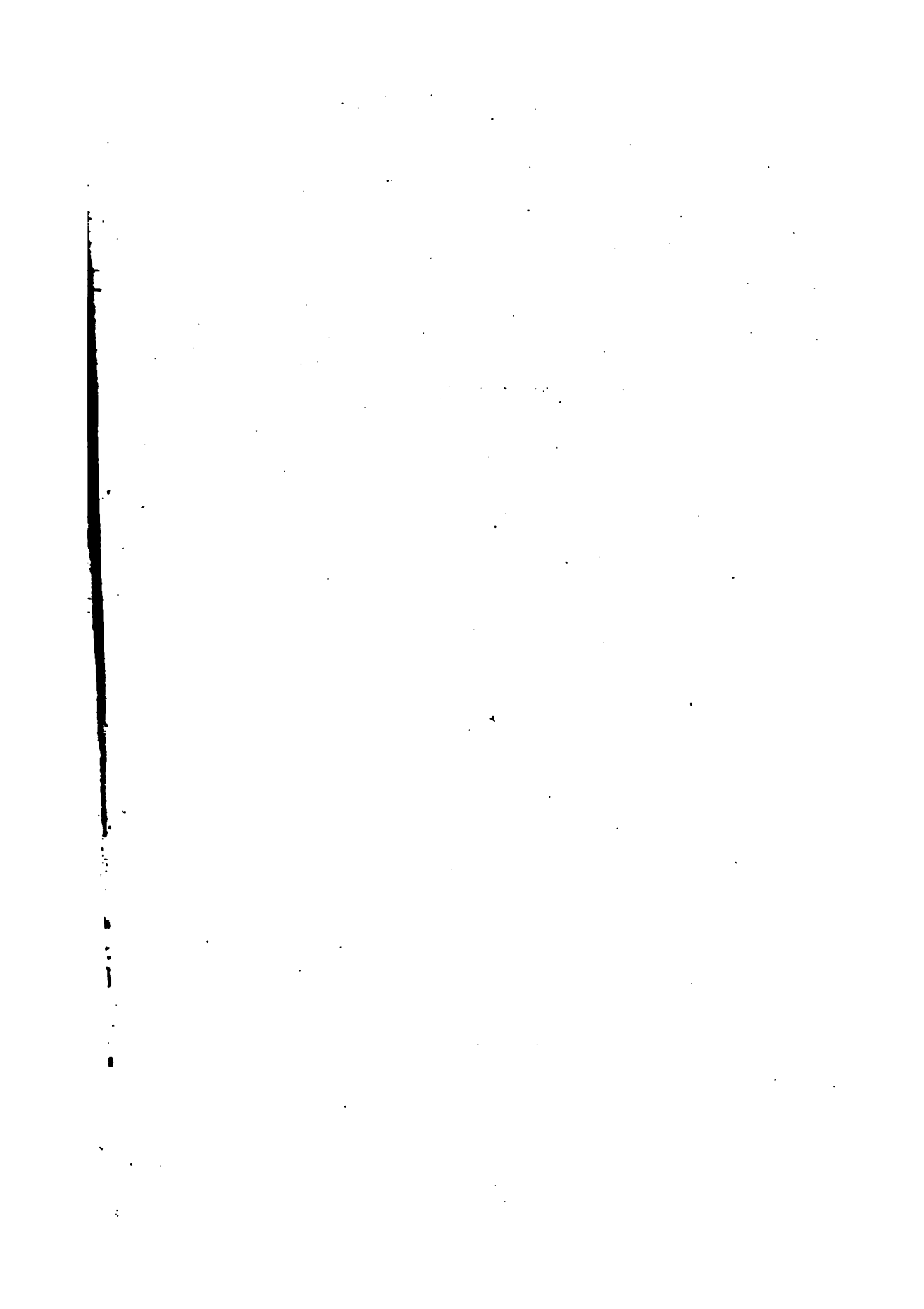
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- CITY DEVELOPMENT: A STUDY OF PARKS, GARDENS, AND CULTURE INSTITUTES. Patrick Geddes.
- CITY PLAN FOR GRAND RAPIDS, MICHIGAN. Brunner and Carrère.
- CIVIC ART IN NORTHERN EUROPE. Milo R. Maltbie.
- CIVICS AND HEALTH. William W. Allen.
- CONSTRUCTIVE AND PREVENTIVE PHILANTHROPY. Joseph Lee.
- DER STAEDTEBAU. J. Stuebben.
- DER STAEDTEBAU. *Monthly Journal on City Building*, published at 35 Markgrafenstrasse, Berlin.
- DEVELOPMENT OF PUBLIC GROUNDS FOR GREATER BALTIMORE. Olmsted Brothers.
- FRENCH AND OTHER CONTINENTAL SYSTEMS OF TAKING LAND FOR PUBLIC PURPOSES. House Report No. 288, Commonwealth of Massachusetts.
- GWINN, A MODEL TOWN. Warren H. Manning.
- HANDBOOK OF ART IN OUR OWN COUNTRY. Alice M. G. Pattison.
- KANSAS CITY PARK SYSTEM. George H. Kessler.
- LANDSCAPE ARCHITECTURE. H. W. S. Cleveland.
- LOS ANGELES: THE CITY BEAUTIFUL. Charles Mulford Robinson.
- MODERN CIVIC ART. Charles Mulford Robinson.
- MONTCLAIR, ITS IMPROVEMENT AS A RESIDENCE TOWN. John Nolen.
- MUNICIPAL ENGINEERING AND SANITATION. M. N. Baker.
- NEGLECTED NEIGHBORS IN THE NATIONAL CAPITAL. Charles F. Weller.
- PARK SYSTEM OF THE DISTRICT OF COLUMBIA. Burnham, McKim, Saint-Gaudens, and Olmsted.
- PRACTICAL HOUSING. J. S. Nettlefold.
- PRINCIPLES OF CITY LAND VALUES. Richard M. Hurd.
- PROPOSED IMPROVEMENTS IN THE CITY PLAN OF PHILADELPHIA. City Parks Association.
- PROPOSED PLANS FOR THE IMPROVEMENT OF DENVER. Charles Mulford Robinson.
- PUBLIC PARKS. Frederick Law Olmsted.

BOOKS ON CIVIC IMPROVEMENT

- PUBLIC RECREATION FACILITIES. Annals of the American Academy of Political and Social Science, February, 1910.
- PUBLICATIONS OF THE AMERICAN CIVIC ASS'N ON CITY MAKING, BILL-BOARDS, THE SMOKE NUISANCE, ETC.
- REMODELLING ROANOKE. John Nolen.
- REPLANNING THE CITY OF READING. JOHN NOLEN.
- REPORT OF COMMITTEE ON BUILDING OF MODEL HOUSES. George M. Sternberg.
- REPORT OF COMMITTEE ON MUNICIPAL IMPROVEMENTS. Boston Society of Architects.
- REPORT OF THE BOSTON METROPOLITAN IMPROVEMENTS COMMISSION. 1909.
- REPORT OF THE CAPITOL APPROACHES COMMISSION, ST. PAUL.
- REPORT OF THE PLAN COMMISSION FOR COLUMBUS, OHIO.
- REPORT ON THE GROUP PLAN OF THE PUBLIC BUILDINGS OF CLEVELAND, OHIO. Burnham, Carrère, and Brunner.
- REPORT UPON A SYSTEM OF PUBLIC RESERVATIONS FOR THE METROPOLITAN DISTRICT OF PROVIDENCE.
- SAN DIEGO, A COMPREHENSIVE PLAN FOR ITS IMPROVEMENT. John Nolen.
- SANITARY ROANOKE. C. E. Emerson and Ezra B. Whitman.
- SPECIAL NUMBERS OF "CHARITIES" ON "PARKS," "PLAY," AND "CITY PLANNING," dated July 7, 1906, Aug. 3, 1907, Feb. 1, 1908.
- STATE PARKS FOR WISCONSIN. John Nolen.
- STREET TRAFFIC REGULATION. William Phelps Eno.
- THE AWAKENING OF HARRISBURG. J. Horace McFarland.
- THE GROUPING OF PUBLIC BUILDINGS WITH UNION STATION FOR THE CITY OF BUFFALO. George Cary.
- THE IMPROVEMENT OF COLUMBIA, S. C. Kelsey and Guild.
- THE IMPROVEMENT OF TOWNS AND CITIES. Charles Mulford Robinson.
- THE NEW CHICAGO. Daniel H. Burnham.
- THE SPIRIT OF YOUTH AND THE CITY STREETS. Jane Addams.
- TOWN PLANNING. H. Inigo Triggs.
- TOWN PLANNING IN PRACTICE. Raymond Unwin.





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